STATE PLANNING - I

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COMPREHENSIVE PLANNING
FOR THE DEVELOPMENT OF
ILLINOIS

A PRELIMINARY REPORT
ON
STATE PLANNING

***

Prepared by

JACOB L. CRANE, JR., CONSULTING ENGINEER

FOR

THE CIVIC DEVELOPMENT COMMITTEE

ILLINOIS CHAMBER OF COMMERCE

JANUARY, 1931

REPRODUCED JANUARY, 1934

***

It should be noted that additional census and other statistical material has become available since this report was first prepared, and that some new trends have become evident.

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The findings will be useful not only in State Planning but also to agriculturists, industralists, public utility men, city planners, real estate men, etc.

FOREWORD

The idea of State Planning for Illinois has been discussed in the Illinois Chamber of Commerce for ten years. During the last half of the year 1930 the Civic Development Committee was organized, and arranged for the preliminary survey of which this is the report. The survey was aimed to discover whether State Planning would be a valuable permanent activity, and, if so, how it should be organized and in what fields it might operate. Conclusions and recommendations are given on the following pages.

Many individuals and groups have aided with information used in this report. Notably the assistance of the following must be specially acknowledged: Dr. M. M. Leighton, Director, State Geological Survey; Dean H. W. Mumford, and his staff, of the University College of Agriculture and Agricultural Experiment Station; The Executive Vice-President, the Industrial Secretary and the Research Secretary of the Illinois Chamber of Commerce; the Chicago Regional Planning Association; the Director, Hon. H. H. Cleaveland, and the engineering staff of the State Highway Department; A. J. Surratt, Statistician, State Department of Agriculture; Leon Truesdell, U.S. Bureau of the Census; G. L. Seaton, Illinois Bell Telephone Company; William F. Mulvihill, Supervisor, Illinois Division of Waterways; H. H. Ferguson, State Sanitary Water Board; W. D. Gerber and Dr. A. M. Buswell of the State Water Survey; R. F. Schuchardt, Commonwealth Edison Company.

If this or a subsequent report is published, additional acknowledgments should be made. In such a printed report there might also be given a list of references and sources of material.

It should be noted here that the curtailment of the fund originally scheduled for this survey made it necessary to materially reduce the scale of the investigation and report, and to leave unfinished several studies begun before the curtailment was effected.

State planning should not encroach upon the fields of specific planning already occupied by competent agencies.

CONCLUSIONS AND RECOMMENDATIONS

1. The actual detail planning of Highways, Waterways, Parks, and other public projects of the State is now and should remain in the hands of the state authorities and state agencies set up for that purpose.
2. Likewise the actual detail planning of priviately owned projects may remain in the hands of the agencies now responsible for it.
3. But State Planning can:
   (a) Supply data of the greatest importance to both the public and private agencies.
   (b) Help to co-ordinate the work of these agencies: highways with waterways, power with water supply, parks with other conservation, etc., etc.
   (c) Determine principles and standards applicable to the many elements of State Development.
   (d) Help the existing individual agencies with their plans and programs for the more distant future.
   (e) Help on the adjustment of improvement projects to financial considerations, - balancing need and cost.

For these direct purposes, and also for the objectives named immediately below, only a State Planning organization, and no single agency or group of single agencies, can be effective.

For studying important trends, for setting up standards and objectives, for co-ordinating and promoting, - State Planning.

4. And the broad objectives of State Planning should be:

(a) To determine the most sensible type of utilization of the various great land areas of the state, - to distinguish between and keep an economic balance between land used for agriculture, for mining, for forests, for game preserves, parks, industry, water sheds, etc.

(b) To determine and direct development toward a sound distribution and localization of industry and population. To stimulate proportionately faster development down-state rather than in Chicago.

(c) To determine the elements which should go into the pattern and plan of the typical urban-rural area of the state, and to direct local planning and organization and development toward that end.

(d) To keep the standard high:

Adequate development

Healthful development

Beautiful development

Dignified development

All in keeping with the State's great wealth and importance.

This survey is only preliminary and suggestive, not final nor exhaustive.

5. Some of the projects for state development which emerge from this preliminary survey are given here. Each of them is at least touched upon by some existing agency but each would profit by state planning studies and state planning support.

(a) Complete the studies and prepare a map dividing the state into the main land areas, - those most suited and most needed for the several main purposes: agriculture, reforestation, water-sheds, recreation, etc.

(b) Determine a logical future distribution of industry and of population and in the co-ordination of all planning of land classification, highways, water terminals, electric power, utilization of resources, recreation facilities, etc. direct development toward that end.

(c) Completely establish practical designs for typical urban-rural areas after the manner illustrated in the frontispiece and by cooperation with state, regional, county, and municipal planning agencies, put such plans into operation. This probably involves first of all the division of the state into planning units, each consisting of several counties under a regional planning organization.

Many things vital to the sound development of Illinois can be determined and effected only through State Planning.

(d) Aid in determining a program for wider highway rights-of-way and for the eventual full development of highways: pavements, planting, lighting, and the control of roadside land uses.

(e) Aid in formulating an ultimate comprehensive state-county-school-district-municipal recreation system.

(f) Aid in determining a sound statewide and regional water supply policy.

(g) If opportunity offers, to co-ordinate with the other elements such matters as a reforestation program, the improvement of farm roads, the determination of waterway terminals, and many other items.

6. If state planning is to be successful it must not attempt to advise existing agencies or to make definite proposals or to establish specific standards until the advice and standards and proposals can be based on conclusive data derived from carefully organized and fairly exhaustive investigation of such primary matters as broadscale assignment of land uses and forecasts of industrial and population drifts. This survey only taps and by no means completes the necessary investigations. Many of the lines of study opened up here should be continued to the point of definite conclusions; other lines may be pursued no farther than this survey.

One of the items for further study which is not specifically mentioned later in this report, but which might yield information of great value would be to tabulate and chart

Investigations and suggestions developed by State Planning at a cost of a few thousand dollars will be worth millions in guiding development.

those goods shipped into the state which might be grown here; manufactured goods shipped into the state which might be manfactured here; and goods grown here and shipped elsewhere for manufacture which might be handled by industries in this state.

From the very beginning of the permanent state planning operation definite arrangements must be made for cooperation with such agencies as the State Highway Department, State Park authorities, State Geological Survey, State Water Survey, Agricultural Experiment Station, etc., etc.

7. The State Planning project, to be carried forward effectively, requires the supervision of a technical director or consultant, and the full time of a staff of three to six trained men and one secretary. The work should head up through a Committee or Commission or Board free to exercise sound independent judgment, and operating in closest cooperation with governmental and private agencies. It should be permanent, aiming toward the completion of a skeleton State Plan in two to five years and the prosecution of planning over an indefinite period.

Effect of State Planning

It is clear that a successful state planning operation would have a vital and far-reaching effect upon the state's development. After twenty-five years of state planning much of the blind haphazard development which has taken place so far

For sound progress from the present impermanent, pioneer development toward full-scale, "finished" permanence, State Planning is indispensable.

would be a matter of history. And, while it is plainly not possible to direct every element along entirely ideal lines, there would result a greater degree of order and economy and satisfaction that can possibly evolve out of unplanned, uncoordinated development.

State planning is in a direct line with the modern tendency to apply science and forethought and guidance to all the economic and social phases of life. This tendency might very well develop to a point where Illinois would lead in the establishment of a central economic and social council which would include state planning among its several activities for the guidance of public and private enterprises. With the conclusive information and forecasts which such a central economic and social council could collect and establish it could be of the very greatest advisory service to all governmental and private projects.

The Maps and Charts

They Illustrate State Planning Objectives.

They Illustrate State Planning Methods.

They Illustrate Some State Planning Conclusions.

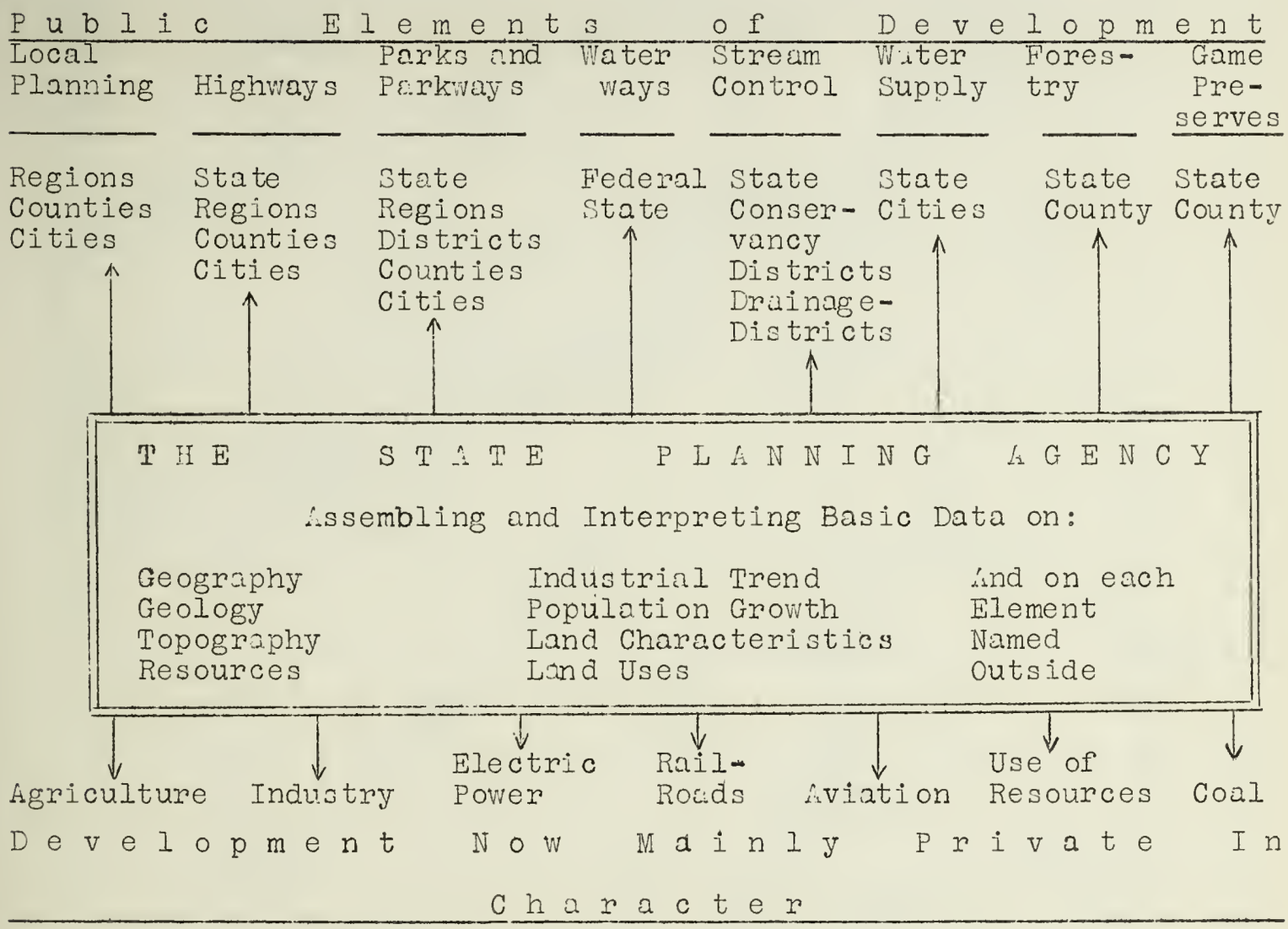
They are only a preliminary survey.

They are not complete.

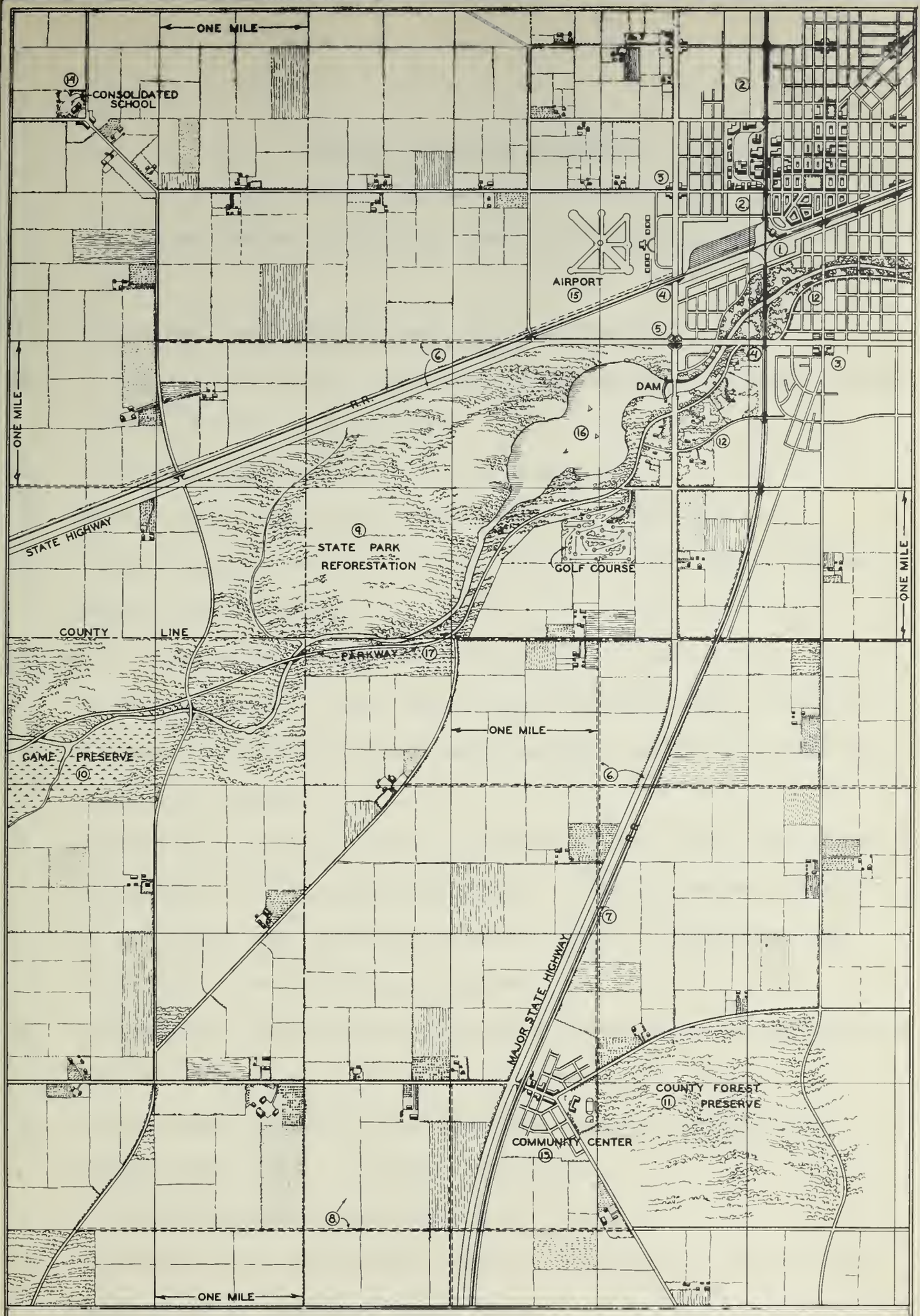
They suggest lines for additional investigations.

They are useful for other purposes than State Planning.

STATE PLANNING: TO COLLECT, INTERPRET, AND APPLY STATEWIDE BASIC DATA, AND TO AID THE PLANNING WORK OF EACH PUBLIC AND PRIVATE AGENCY.



STATE PLANNING: TO COORDINATE ALL THESE ELEMENTS INTO A COMPREHENSIVE STATE PLAN FOR LOGICAL, ECONOMICAL, BEAUTIFUL, FULL-SCALE ULTIMATE DEVELOPMENT.



SKETCH TO ILLUSTRATE

STATE PLANNING APPLIED TO A TYPICAL URBAN-RURAL AREA

TO ACCOMPANY PRELIMINARY ILLINOIS STATE PLANNING SURVEY

JACOB L. CRANE JR. DEC. 1930

STATE AND LOCAL PLANNING

Applied to Typical Urban-Rural Area.

Note Scale of Drawing Shown by "One Mile" Notes.

1. Union Railroad Station and Railroad Yards.
2. Industrial District - Related to railroads, highways, water supply, power, and housing.
3. Outlying neighborhood business center.
4. Major state highway-railroad grade separations.
5. Highway grade separation at intersection of two re-routed Major State Highways.
6. and 7. Major State Highways re-routed to avoid grade crossings, give more direct line, wider right-of-way, and less interference with Farming, and particularly to avoid congested streets in city.
8. Farms increasing in size up toward 300 to 1000 acres each. Elimination of unnecessary roads. Each farm with access to at least one improved all-year road. Principal and secondary farm buildings grouped.
9. Submarginal farm land making good State Park and Reforestry land. Also, in this case, Watersheed.
10. State Game Preserve utilizing wet lowland not good for Farming nor Park. May be reforested.
11. County Forest Preserves in every County.
12. Suburban estate and subdivision development in territory made good by parkway, lake, etc.

13. Rural Village, Consolidated School, Athletic Field, County Forest Preserve, - the business, social and recreational center of a farm district.
14. Consolidated School, Athletic Field and Park, Rural social and recreation center.
15. Airport related to railroad station, highways, and city.
16. Water supply of growing industrial city changed from unsatisfactory well source to impounded stream supply. Lake is great recreational asset to city and state park systems.
17. Part of interconnecting state system of parkways and riverways.

Planning also based on other factors not shown here: relative to natural resources, coal supply, electric power supply, waterway terminals, types of industry, raw materials and market.

Drawing illustrates how planning over-laps city and county boundaries and becomes problem of coordinated planning to be headed up in State Planning Agency.

1 8 3 0

A WILDERNESS INHABITED BY INDIANS AND A FEW RESTLESS SETTLERS FROM KENTUCKY AND TENNESSEE. THE PRAIRIES WERE AVOIDED AS WORTHLESS. THE ONLY INDUSTRIES WERE LUMBERING AND PRIMITIVE AGRICULTURE. SCORNED BY THE DEVELOPED EASTERN STATES. WISCONSIN DECLINED TO ANNEX THE FOURTEEN NORTHERN COUNTIES BECAUSE THEY WEREN'T WORTH HAVING.

THIS WAS 160 YEARS AFTER MARQUETTE AND JOLIET FIRST PASSED THROUGH ILLINOIS. COMPARE THE SLOW CHANGE DURING THAT PERIOD WITH THE ACCELERATED DEVELOPMENT OF THE CENTURY 1830 TO 1930, AND WITH THE PROSPECTS FOR "FINISHING" THE DEVELOPMENT JOB DURING THE NEXT HALF-CENTURY.

STATE PLANNING: ABOUT 40% OF THE AREA OF THE STATE WAS ORIGINALLY COVERED WITH FORESTS. THEY ARE NOW VIRTUALLY GONE. REFORESTATION FOR LUMBER, RECREATION, AND GAME PRESERVES BECOMES AN IMPORTANT OBJECTIVE OF STATE DEVELOPMENT. THE CONTRACTION OF FARMING WILL LEAVE MILLIONS OF ACRES FOR THIS PURPOSE. DEVELOPED STATE PLANNING MAY DETERMINE THAT THOSE LANDS ORIGINALLY FORESTED, THEN CONVERTED TO FARM LANDS WHICH ARE NOW BEING ABANDONED, SHOULD BE REFORESTED.

LIBRARY
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THE
ILLINOIS CHAMBER of COMMERCE
COMMITTEE on STATE PLANNING
MAP of
ILLINOIS
SCALE
0 5 10 20 30 MILES
OCTOBER 1930
N
W E
S
JO DAVIESS
STEPHENSON
WINNEBAGO
BOONE
McHENRY
LAKE
LAKE MICHIGAN
Rockford
Belvidere
Highland Park
Waukegan
CARROLL
OGLE
DE KALB
KANE
COOK
Evanston
DeKalb
DU PAGE
WHITESIDE
LEE
Dixon
Sterling
Aurora
KENDALL
WILL
RIVER
BUREAU
LA SALLE
Joliet
GREEN
Rock Island
Moline
GRUNDY
ROCK ISLAND
HENRY
Spring Valley
Ottawa
MERCER
Kewanee
KANKAKEE
PUTNAM
KNOX
STARK
MARSHALL
WARREN
Galesburg
Monmouth
HENDERSON
WOODFORD
Pontiac
PEORIA
Peoria
McLEAN
FULTON
HANCOCK
McDONOUGH
Canton
Pekin
FORD
Macomb
TAZEWELL
Bloomington
Hoopeston
VERMILION
MASON
CHAMPAIGN
LOGAN
SCHUYLER
DE WITT
ADAMS
ILLINOIS
SANGAMON
Lincoln
Clinton
Champaign
Urbana
Danville
BROWN
MENARD
Deardstown
PIATT
MACON
Quincy
CASS
MORGAN
SANGAMON
Decatur
DOUGLAS
EDGAR
Springfield
Jacksonville
PIKE
SCOTT
MOULTRIE
CHRISTIAN
COLES
Paris
Mississippi
Taylorville
SHELBY
Charleston
Mattoon
GREENE
MACOUPIN
CLARK
Pana
CUMBERLAND
MONTGOMERY
Hillsboro
FAYETTE
EFFINGHAM
JASPER
CRAWFORD
JERSEY
Jerseyville
CALHOUN
Staunton
MADISON
BOND
Alton
Edwardsville
CLAY
RICHLAND
LAWRENCE
Granite City
Madison
Collinsville
CLINTON
Olney
East St Louis
WAYNE
WABASH
Belleville
ST. CLAIR
Centralia
WASHINGTON
JEFFERSON
Mount Carmel
MONROE
Mount Vernon
HAMILTON
WHITE
RANDOLPH
PERRY
FRANKLIN
Duquoin
JACKSON
SALINE
GALLATIN
WILLIAMSON
Herrin
Murphysboro
Carbondale
Marion
Harrisburg
UNION
JOHNSON
POPE
HARDIN
OHIO
PULASKI
MASSAC
ALEXANDER
Metropolis
Cairo
A FEW
TRAILS
WATER TRANSPORT
SAIL, CANOE & RAFT
INDIANS
PRAIRIES
A FEW PRIMITIVE SETTLEMENTS
FORESTS
1830

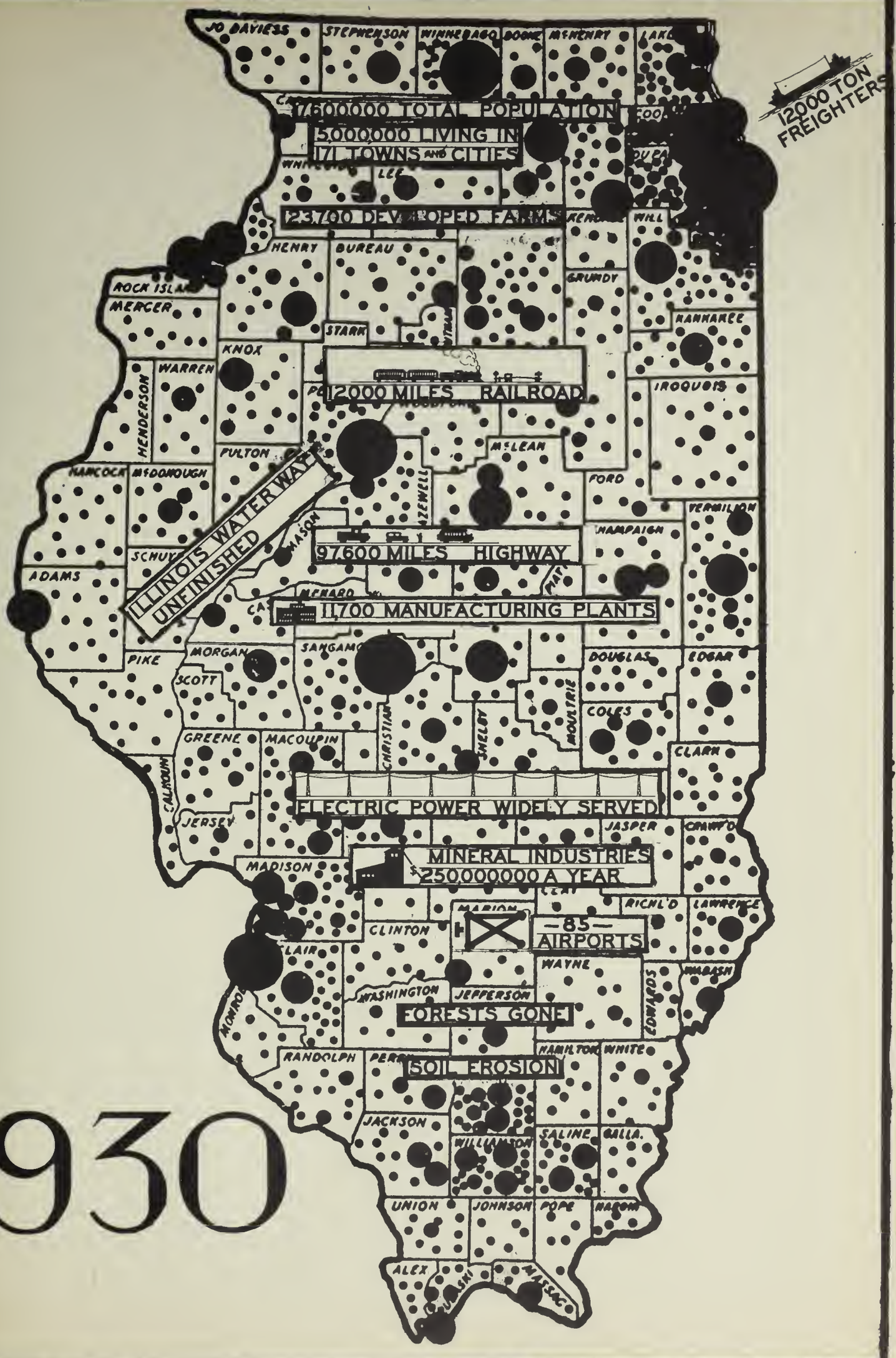
1830

ILLINOIS IN 1930

ONE HUNDRED YEARS OF ACTIVITY HAVE MADE ILLINOIS ONE OF THE THREE MOST HIGHLY DEVELOPED STATES IN THE UNITED STATES.

MUCH OF THE DEVELOPMENT HAS BEEN HAPHAZARD AND SOME OF IT UNSOUND, e.g., FOREST DESTRUCTION, ILLOGOCIAL LAND USE, IRRATIONAL LOCATION OF INDUSTRY.

STATE PLANNING: THE NEXT 100 YEARS WILL NOT SEE AS RAPID GROWTH, BUT IT WILL WITNESS CHANGES AND REFINEMENTS IN MANY OF THE STATE'S ELEMENTS. HIGHWAYS, WATERWAYS, AIRWAYS, PARKS, INDUSTRIES, FARMLANDS, SHIFTS OF POPULATION, - ALL WILL TRAVEL SOME PATH OF DEVELOPMENT WHICH WITHOUT THE CORRELATION AND GUIDANCE OF STATE PLANNING MAY BE WASTEFUL AND UNSATISFACTORY.


JO DAVIESS
STEPHENSON
WINNEBAGO
BOONE
McHENRY
LAKE
12000 TON FREIGHTERS
7600000 TOTAL POPULATION
5,000,000 LIVING IN 171 TOWNS AND CITIES
LEE
DUPAGE
123700 DEVELOPED FARMS
KENDALL
WILL
HENRY
BUREAU
GRUNDY
ROCK ISLAND
MERCER
KANKAKEE
STARK
KNOX
WARREN
HENDERSON
12000 MILES RAILROAD
IROQUOIS
PEORIA
FULTON
McLEAN
HANCOCK
McDONOUGH
FORD
VERMILION
ILLINOIS WATERWAY UNFINISHED
MASON
97600 MILES HIGHWAY
CHAMPAIGN
SCHUYLER
ADAMS
MENARD
PIATT
11700 MANUFACTURING PLANTS
PIKE
MORGAN
SANGAMON
DOUGLAS
EDGAR
SCOTT
CHRISTIAN
SHELBY
MOULTRIE
COLES
GREENE
MACOUPIN
CLARK
CALHOUN
ELECTRIC POWER WIDELY SERVED
JERSEY
JASPER
CRAWFORD
MINERAL INDUSTRIES
$250000000 A YEAR
MADISON
MARION
CLAY
RICHLAND
LAWRENCE
CLINTON
85 AIRPORTS
CLAIR
WAYNE
WABASH
WASHINGTON
JEFFERSON
EDWARDS
FORESTS GONE
MONROE
RANDOLPH
PERRY
HAMILTON
WHITE
SOIL EROSION
JACKSON
WILLIAMSON
SALINE
GALLATIN
UNION
JOHNSON
POPE
HARDIN
ALEXANDER
PULASKI
MASSAC

1930

THERE FOLLOW

GRAPHIC STATEMENTS OF

THREE

STATE PLANNING

PROBLEMS

BALANCED UTILIZATION OF LAND AREA.

UTILIZATION OF NATURAL RESOURCES.

BALANCED DISTRIBUTION OF POPULATION.

THE
ILLINOIS CHAMBER of COMMERCE
COMMITTEE on STATE PLANNING

MAP of
ILLINOIS

SCALE 0 5 10 20 30 MILES

OCTOBER 1930

N
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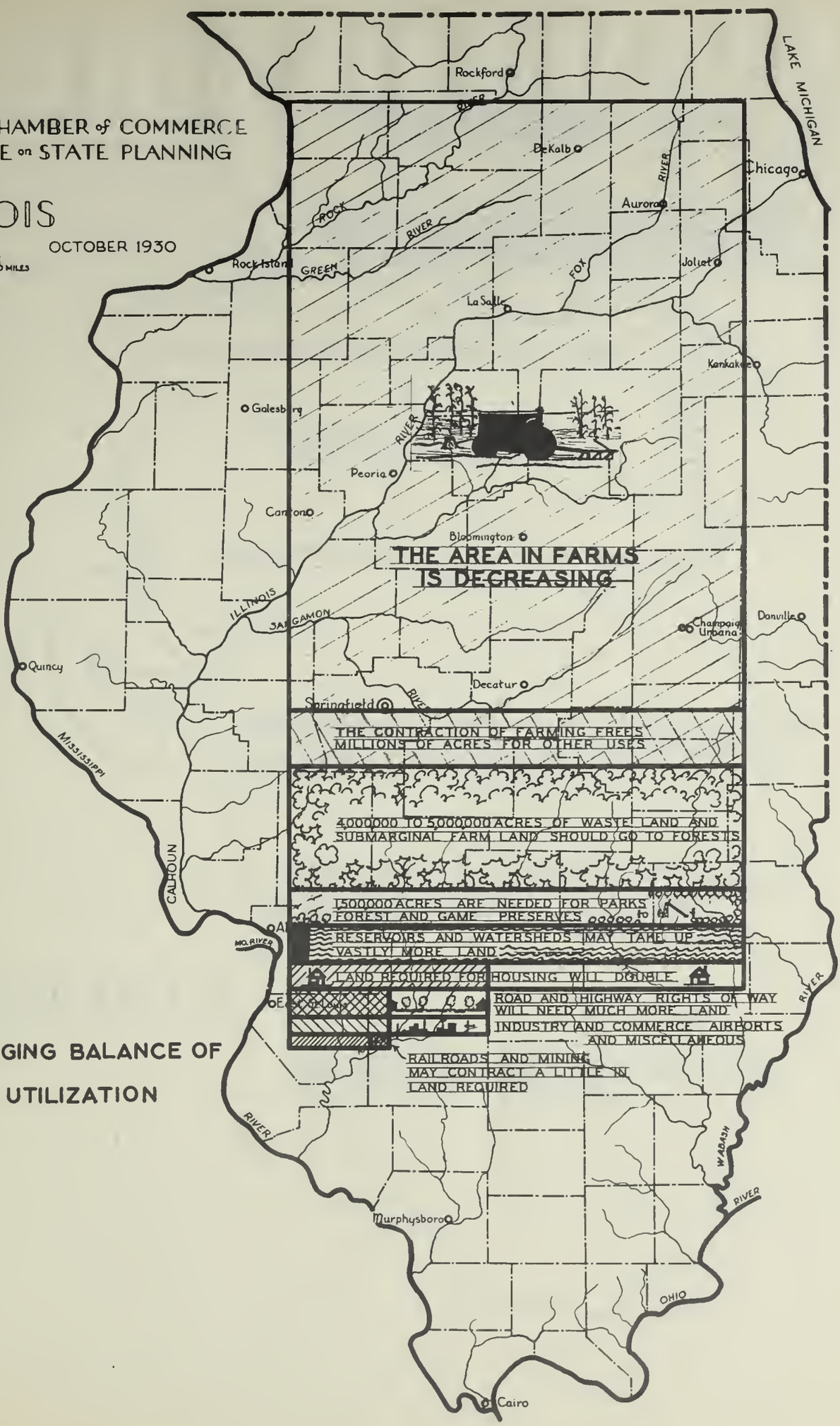


THE CHANGING BALANCE OF LAND UTILIZATION

THE
ILLINOIS CHAMBER of COMMERCE
COMMITTEE on STATE PLANNING
MAP of
ILLINOIS
SCALE
0 5 10 20 30 MILES
OCTOBER 1930
N
W E
S
RESOURCES
UNDERGROUND WATER SUPPLIES NOT CONSERVED
COMMERCIAL AND INDUSTRIAL RESOURCES ONLY PARTIALEY UTILIZED NEEDING RESEARCH ORGANIZATION AND SERVICES
COAL RESOURCES NOT FULLY UTILIZED
OTHER MINERAL RESOURCES NOT FULLY UTILIZED
HIGHEST QUALITY FARM LAND NOT FULLY UTILIZED
1,500,000 ACRES GOOD PARK, FOREST PRESERVE AND GAME PRESERVE LAND NOT UTILIZED AND MOSTLY OF LOW VALUE FOR ANY OTHER PURPOSE
SURFACE WATER SUPPLIES GROSSLY POLLUTED DAMAGING THE UTILIZATION OF THIS GREAT ESSENTIAL RESOURCE
3,000,000 ACRES GOOD REFORESTATION LAND NOT UTILIZED
Rockford
DeKalb
Chicago
Aurora
LAKE MICHIGAN
Galesburg
Peoria
Canton
Bloomington
Kankakee
Champaign Urbana
Danville
Decatur
Springfield
Quincy
Alton
East St Louis
Murphysboro
Cairo
ILLINOIS
JANGAMON
MISSISSIPPI
CALHOUN
MO. RIVER
KASKASKIA
LITTLE WABASH
WABASH
OHIO
RIVER

THE ILLINOIS CHAMBER of COMMERCE COMMITTEE on STATE PLANNING

MAP of

ILLINOIS

SCALE 0 5 10 20 50 MILES

OCTOBER 1930

N W E S

UNBALANCED DISTRIBUTION OF POPULATION

CHICAGO
17,000 PEOPLE PER SQ. MILE
CONGESTION HIGH COSTS
3,400,000 PEOPLE 44% OF STATE TOTAL LIVE ON 200 SQ. MILES IN CHICAGO

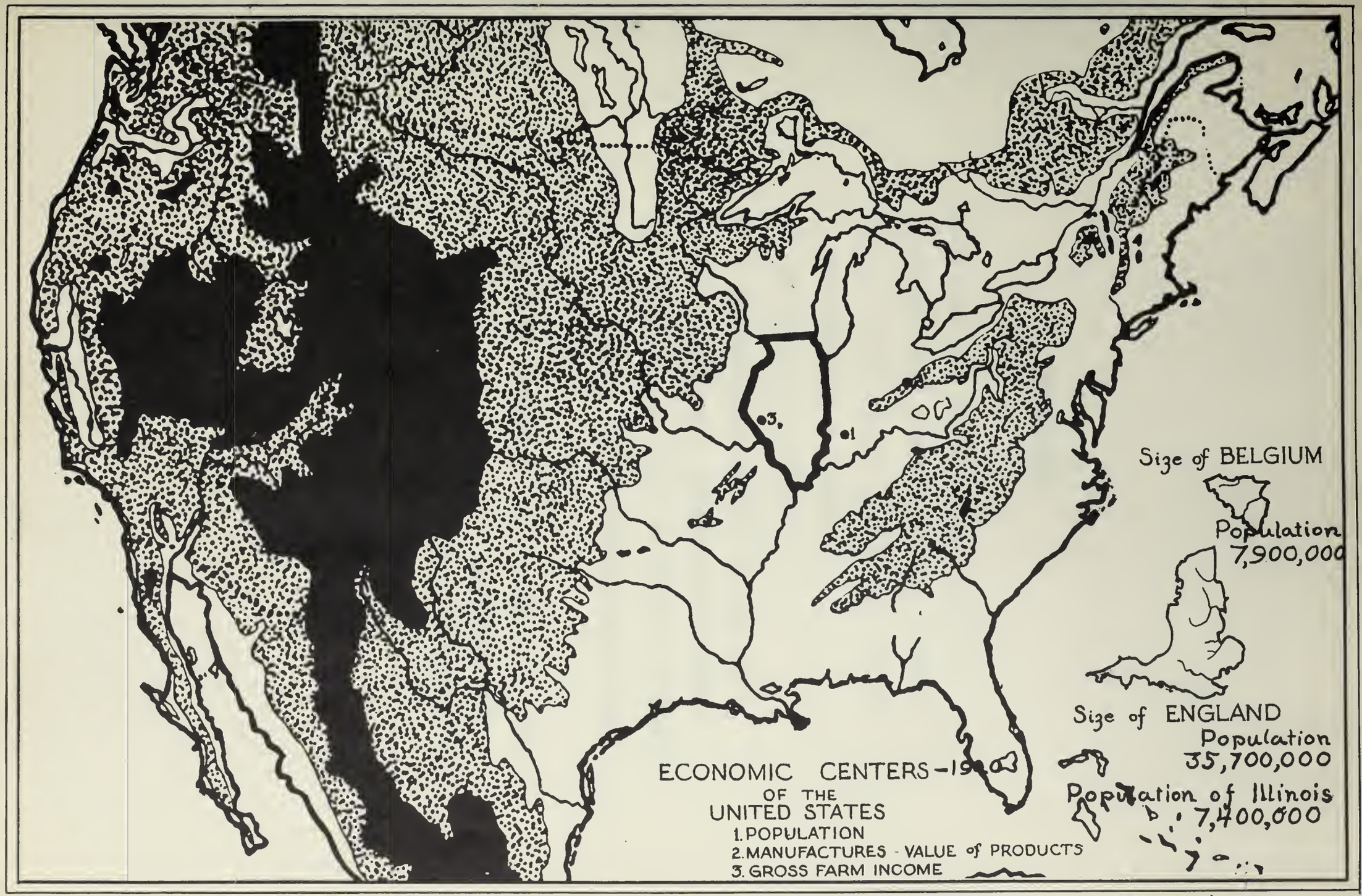
4,200,000 PEOPLE 56% OF STATE TOTAL LIVE ON 55,840 SQ. MILES IN REMAINDER OF STATE
75 PEOPLE PER SQ. MILE ROOM FOR MORE

FORCES FOR CENTRALIZATION IN CHICAGO

RAIL SERVICE AND RATES
COAL AND ELECTRIC POWER
MARKETS
LABOR SUPPLY
WATER SUPPLY
ADMINISTRATIVE CENTER
SALES CENTER
MOMENTUM OF DEVELOPMENT
WATER TRANSPORT
PROPERTY OWNERSHIP INTERESTS
PEOPLE HAVE GENERALLY PREFERRED TO LIVE IN BIG CITY

FORCES FOR DECENTRALIZATION TO ALL OF STATE

CONGESTION AND HIGH COSTS IN CHICAGO
READJUSTED FREIGHT RATES
WIDE-SPREAD ELECTRIC POWER
AUTO, TRUCK AND AIRPLANE TRANSIT AND TRANSPORT
BETTER WATTER SUPPLIES
WATERWAYS
RADIO AND OTHER FEATURES (GOLF, MOVIES, ETC.) PUT SMALLER CITY MORE NEARLY ON PAR WITH BIG ONE IN POINT OF GENERAL PREFERENCE.



Base Map from Ridgley— Geography of Illinois

GEOGRAPHY

VISUALIZE THE SITUATION OF ILLINOIS:

CENTERED AMONG EXTENSIVE COAL FIELDS.

MIDWAY IN THE GREAT MISSISSIPPI VALLEY.

AT THE FOCUS OF RAILROADS.

AT THE FOCUS OF WATERWAYS.

NEAR THE ECONOMIC CENTERS OF THE U.S.

AS BIG AS ENGLAND; BIGGER THAN BELGIUM.

CAPABLE OF SUPPORTING AND PERHAPS DESTINED TO CONTAIN INDUSTRY AND POPULATION GREATER THAN ANY OTHER STATE.

CAPABLE OF CARRYING ON ITS PHYSICAL DEVELOPMENT TO COMPLETION: ADEQUATE, PERMANENT, FULL-SCALE, MODERN, - IN KEEPING WITH OUR WEALTH AND IMPORTANCE IN THE UNION AND IN THE WORLD.

TOPOGRAPHY

ILLINOIS IS MADE UP OF PRAIRIES, LEVEL TO GENTLY ROLLING IN CONTOUR, AND VARIED BY:

HILLS AT THE NORTH END AND THE SOUTH END.

RIVER VALLYES, RANGING FROM THE FLAT BASINS OF THE CENTRAL EASTERN PART TO THE DEEP IRREGULAR BEDS OF THE ILLINOIS AND MISSISSIPPI RIVERS.

THE GREAT BULK OF THE LAND SURFACE DRAINS SOUTHWESTWARD TO THE MISSISSIPPI BY WAY OF THE ROCK, ILLINOIS, AND KASKASKIA RIVERS AND SMALLER STREAMS.

STATE PLANNING: AN UNDERSTANDING OF THE STATE'S TOPOGRAPHY IS ESSENTIAL TO LAND CLASSIFICATION (FARMING, REFORESTATION, WATER SHEDS, ETC., ETC.), TO PARK, PARKWAY AND RIVERWAY LOCATION, AND TO THE FORECAST OF INDUSTRIAL DEVELOPMENT, - IN OTHER WORDS TO THOSE MANY ACTIVITIES WHICH STATE PLANNING CAN AID BY THE COLLECTION, INTERPRETATION, AND APPLICATION OF COMPREHENSIVE DATA AND FARSIGHTED STANDARDS.

FROM RELIEF MAP ILL. AGRICULTURAL EXP. STATION

AN OVERALL CONTROL FOR POPULATION FORECASTS

FOR THE LAST 40 YEARS THE POPULATION OF ILLINOIS HAS CONSTITUTED ABOUT 6.3% OF THE TOTAL UNITED STATES POPULATION.

IT MAY BE SAFE TO ASSUME THAT THIS RATIO WILL BE MAINTAINED FOR FORTY OR FIFTY YEARS AHEAD.

APPLYING THIS RATIO TO ONE OF THE BEST UNITED STATES' TOTAL FORECASTS* WE DEVELOP A CURVE FOR ILLINOIS WHICH AGREES SUBSTANTIALLY WITH A GRAPHIC EXTENSION OF THE ILLINOIS CURVE AND WITH AN ILLINOIS FORECAST BUILT UP BY INDUSTRIAL AND UTILITY COMPANY STUDIES, AND YIELDING:

ILLINOIS IN 1930 ABOUT	7,600,000
ILLINOIS IN 1940 ABOUT	8,700,000
ILLINOIS IN 1950 ABOUT	9,700,000
ILLINOIS IN 1960 ABOUT	10,700,000
ILLINOIS IN 1970 ABOUT	11,700,000
ILLINOIS IN 1980 ABOUT	12,600,000

STATE PLANNING: TO INTELLIGENTLY COORDINATE THE PHYSICAL DEVELOPMENT OF THE STATE A LOGICAL IDEA OF THE POPULATION GROWTH IS ESSENTIAL. THUS AN ABLE FORECAST OF POPULATION IS PART OF THAT BACKGROUND OF INFORMATION WHICH SHOULD GUIDE DECISIONS AFFECTING MEANS OF TRANSPORTATION, DEMAND FOR INDUSTRIAL AND AGRICULTURAL PRODUCTS, POWER, WATER, RECREATION, AND ALL THE FACILITIES OF MODERN LIFE.

NOTE: THE CHART AND TABLE SHOW WHAT IS PROBABLY A SLIGHT OVERESTIMATE OF FUTURE POPULATION.

*THOMPSON-SCRIPPS FOUNDATION

Figure . Curve showing proportion of Total U. S. Population living in Illinois 1810-1930, and projected to 1980. U.S. Census Data.

Figure . Curve showing U. S. and Illinois Population Growth, projected to 1980, proportion of Illinois to U.S. as per Figure I U. S. Census Data.

POPULATION DENSITY

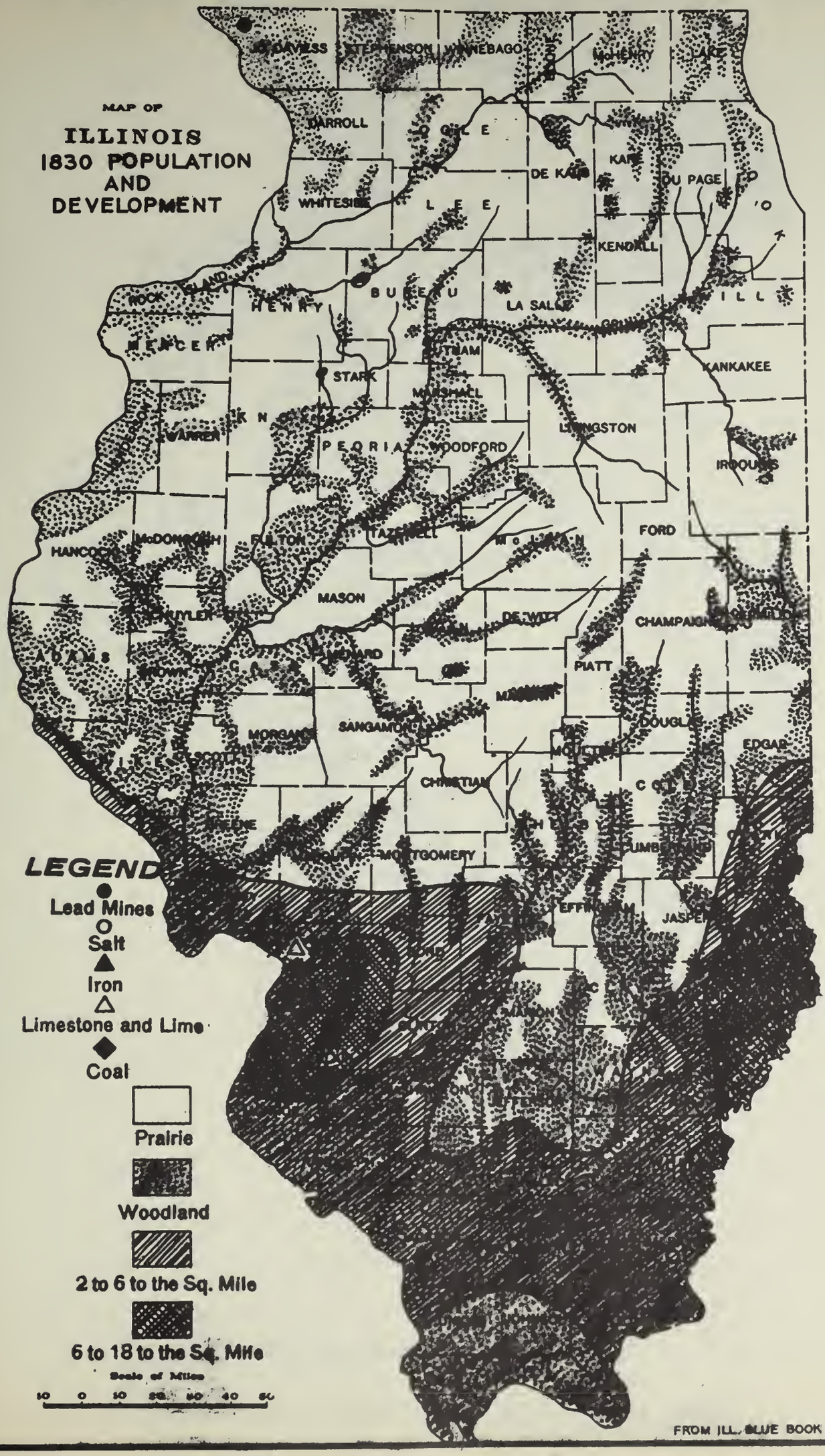
1830 - POPULATION WORKING IN FROM THE SOUTH ALONG THE STREAMS AND IN THE WOODLAND.

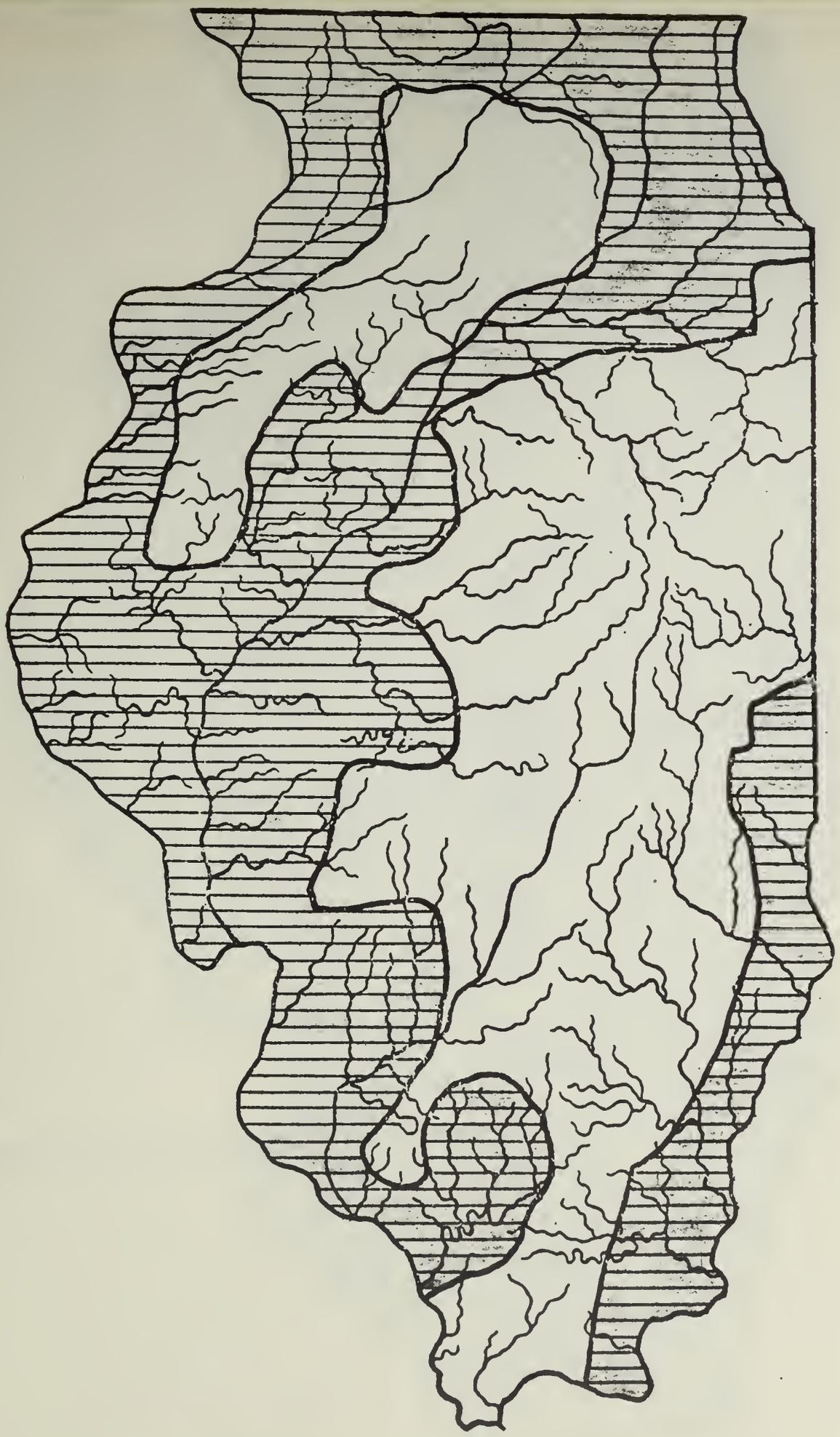
1850 - SPREAD NORTHWARD ALONG MAIN STREAMS, AND BEGINNING TO FLOW IN BY GREAT LAKES ROUTE.

1920 - INDUSTRIAL COUNTIES DENSEST.

STATE CENTER OF POPULATION HAS MOVED NORTH AND NORTHEAST WITH GROWTH OF CHICAGO REGION AND NORTHERN INDUSTRIAL DEVELOPMENT.

FOR STATE PLANNING, AND REGIONAL, COUNTY AND CITY PLANNING, DENSITIES IN SMALLER UNITS ARE NECESSARY. A STATE PLANNING PROJECT CAN GET THE DATA, APPRAISE IT AND USE IT, BOTH ON THE LARGE MOVEMENTS OF POPULATION AND ON DISTRICT DISTRIBUTION AND DENSITY. ALL FACTORS TIE TOGETHER INTO ONE PATTERN OF STUDY FOR STATE PLANNING.

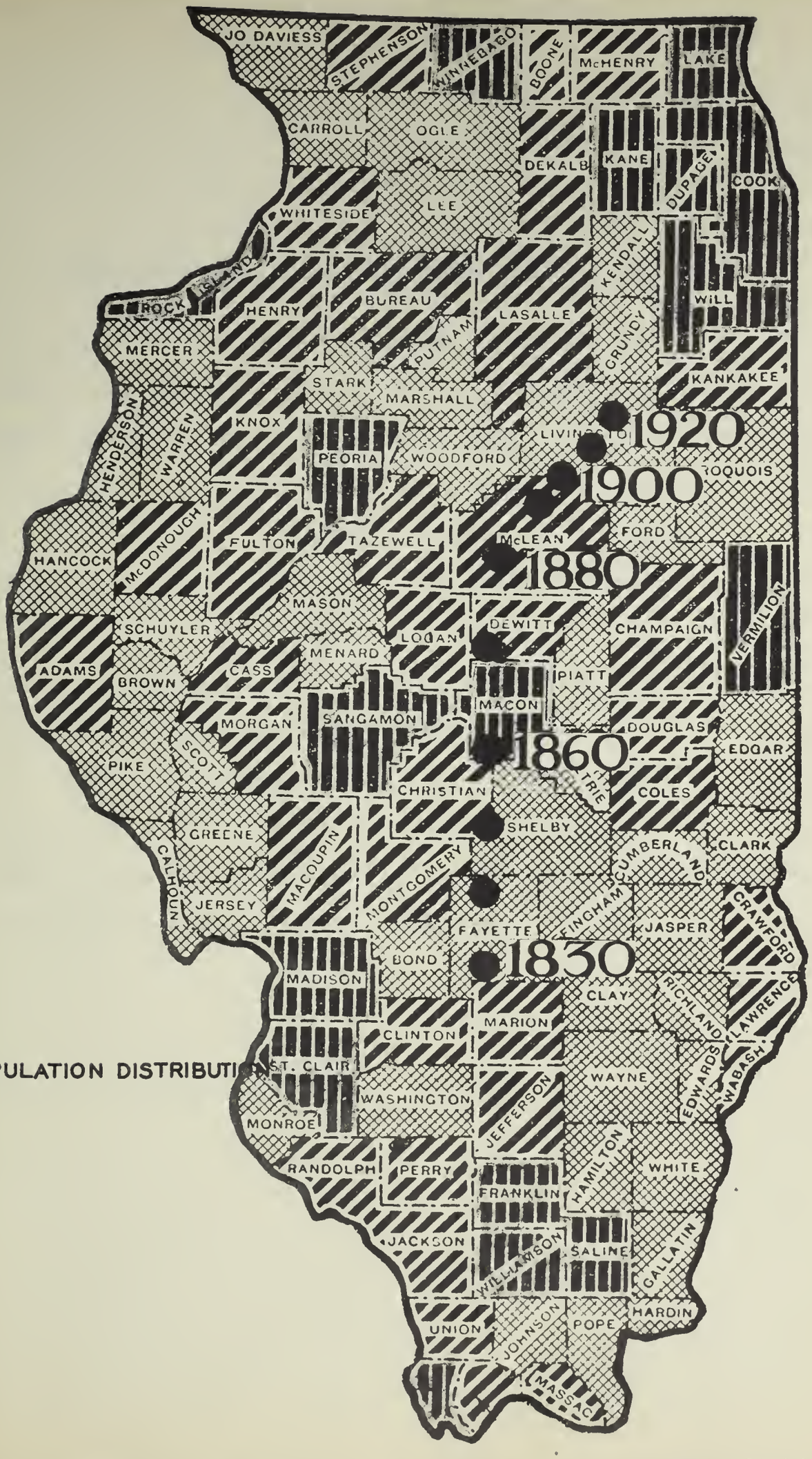

MAP OF
ILLINOIS
1830 POPULATION
AND
DEVELOPMENT
JO DAVIESS
STEPHENSON
WINNEBAGO
McHENRY
LAKE
CARROLL
DE KALB
KANE
DU PAGE
WHITESIDE
KENDALL
ROCK ISLAND
HENRY
BUREAU
LA SALLE
GRUNDY
KANKAKEE
MERCER
PUTNAM
STARK
MARSHALL
KNOX
WARREN
PEORIA
WOODFORD
LIVINGSTON
IROQUOIS
FORD
McDONOUGH
FULTON
TAZEWELL
MASON
DE WITT
CHAMPAIGN
HANCOCK
SCHUYLER
ADAMS
BROWN
CASS
MENARD
PIATT
MACON
MORGAN
SANGAMON
DOUGLAS
EDGAR
SCOTT
CHRISTIAN
CLARK
GREENE
MONTGOMERY
EFFINGHAM
JASPER
CLAY
MARION
CLINTON
WASHINGTON
LEGEND
Lead Mines
Salt
Iron
Limestone and Lime
Coal
Prairie
Woodland
2 to 6 to the Sq. Mile
6 to 18 to the Sq. Mile
Scale of Miles
50 0 50 100 150 200 250
FROM ILL. BLUE BOOK 1926



Eighteen or more per square mile.

DISTRIBUTION OF POPULATION BY COUNTIES (1850)

POOLEY "EARLY SETTLEMENT OF ILLINOIS"



1920 POPULATION DISTRIBUTION

1920 U.S. CENSUS DATA

POPULATION DISTRIBUTION AMONG TOWN-SIZE GROUPS

CHICAGO AS A PROPORTION OF STATE TOTAL INCREASES RAPIDLY.

THE CITIES 25,000 - 200,000 AS A PROPORTION OF STATE TOTAL INCREASE AT AN INCREASING RATE.

THE TOWNS AND CITIES IN THE GROUPS

10,000 - 25,000

5,000 - 10,000

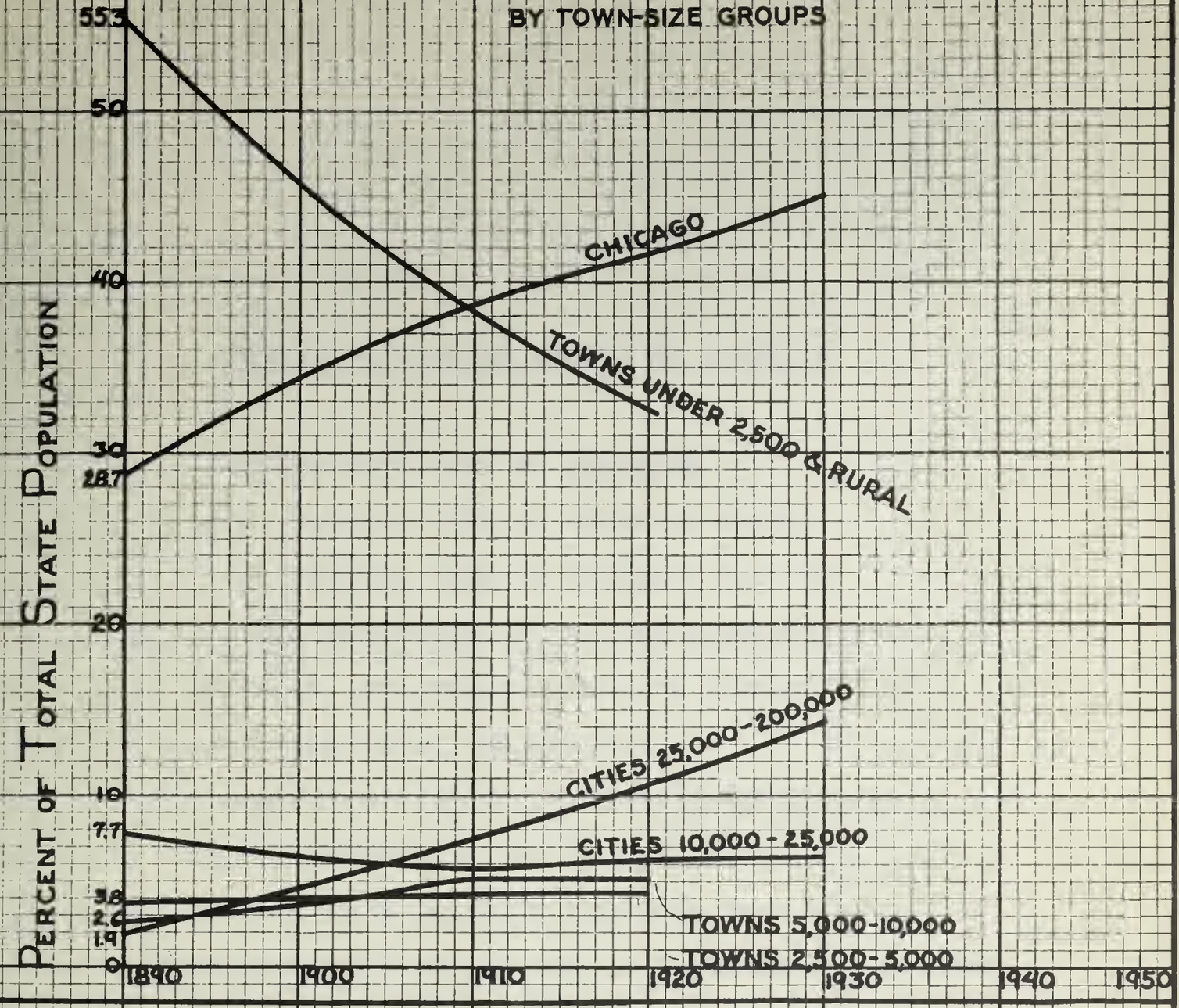
2,500 - 5,000

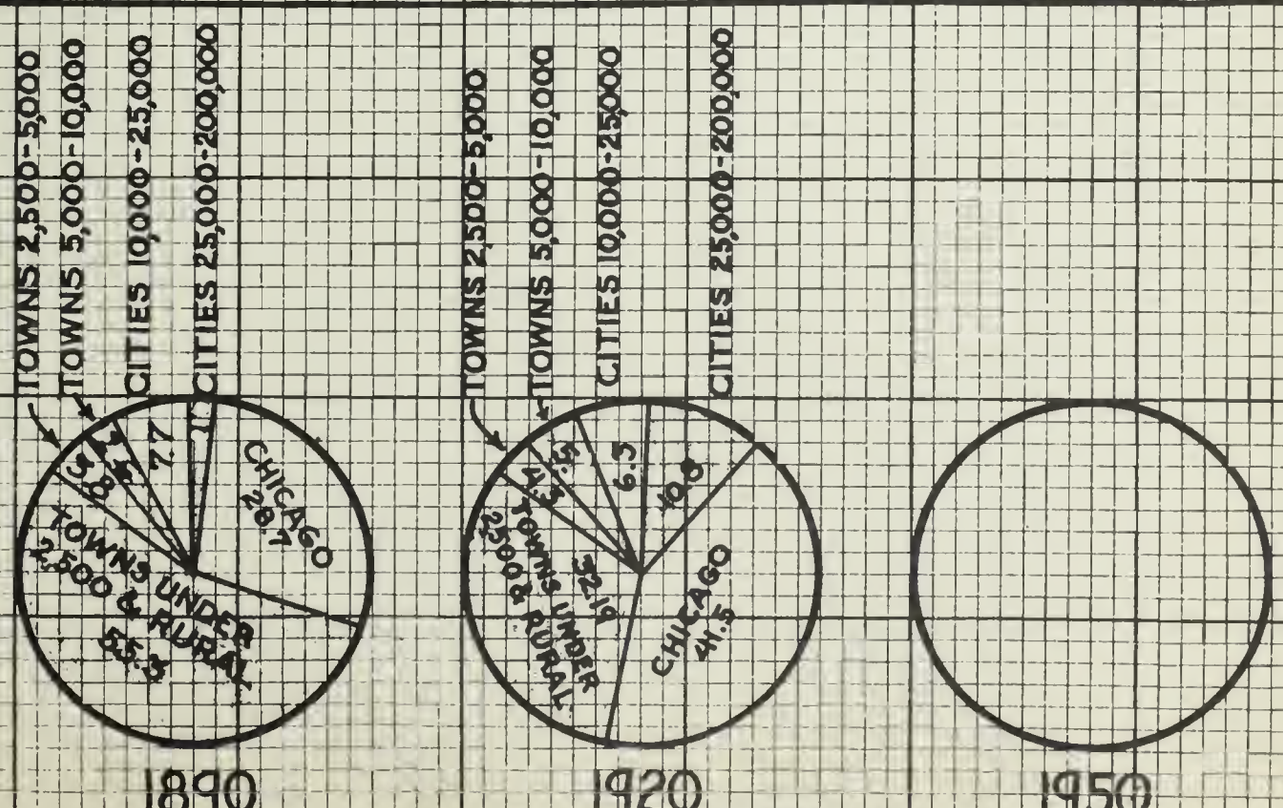
AS A PROPORTION OF STATE TOTAL HOLD THEIR OWN.

THE RURAL DISTRICTS DECREASE RAPIDLY.

DESIGN OF ROADS, POWER SUPPLY, WATER SUPPLY, RECREATION, ETC. ARE ALL AFFECTED BY THIS KIND OF STUDY, AND STATE PLANNING IS REQUIRED TO APPLY IT IN A COMPREHENSIVE WAY TO THE PHYSICAL DEVELOPMENT OF THE STATE.

TREND OF POPULATION DISTRIBUTION BY TOWN-SIZE GROUPS





U.S. CENSUS DATA

RECENT POPULATION TRENDS BY COUNTIES

72 COUNTIES TEND TO DECREASE

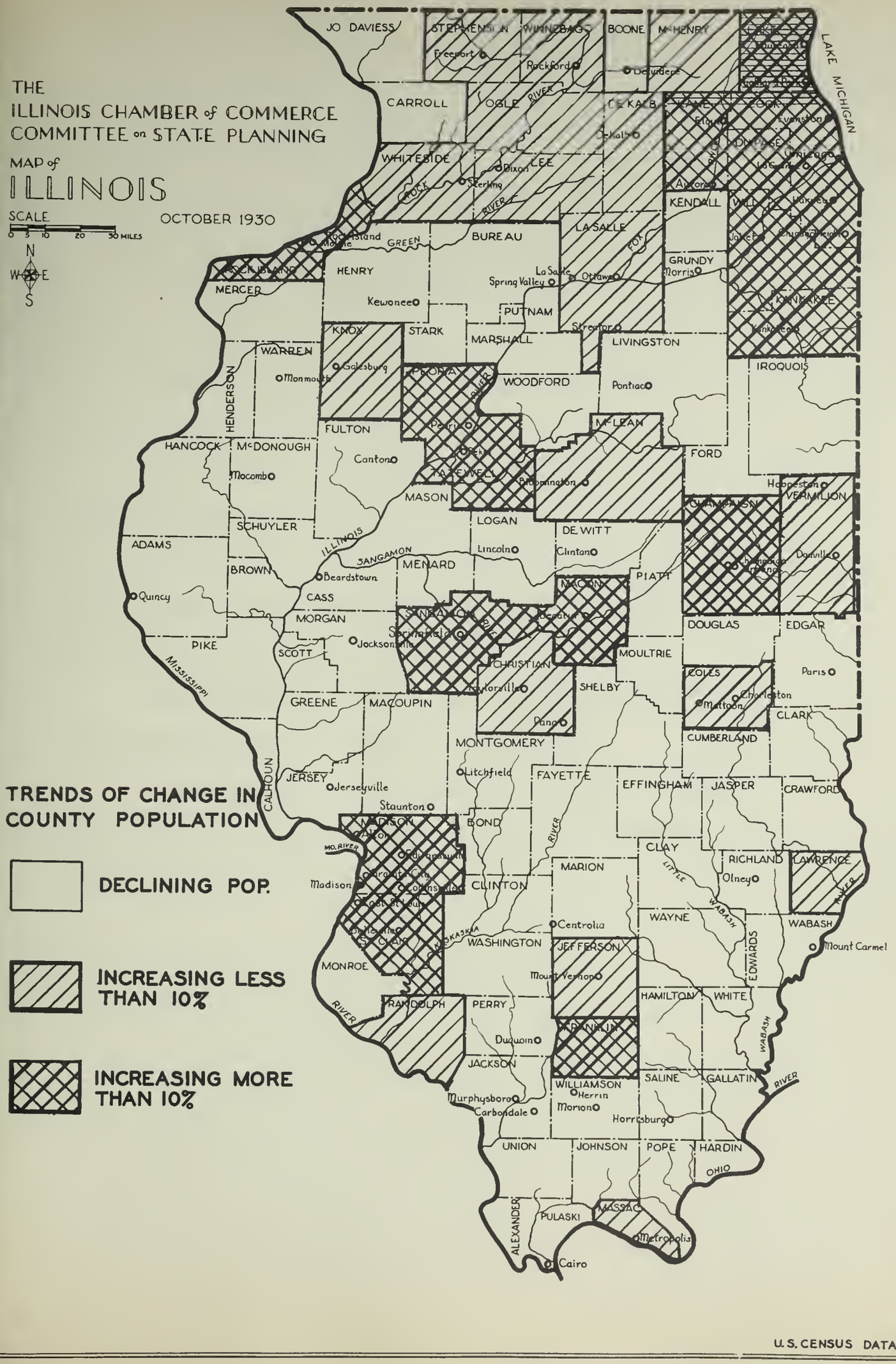
16 COUNTIES TEND TO INCREASE SLOWLY

14 COUNTIES TEND TO INCREASE RAPIDLY

ONLY INDUSTRIAL AND MINING COUNTIES TEND TO INCREASE, AND APPROXIMATELY IN PROPORTION TO THEIR INDUSTRIAL IMPORTANCE.

MANY TOWNS AND CITIES SHOW INCREASE WHERE THEIR COUNTIES AS A WHOLE SHOW DECREASE.

ONLY STATE PLANNING CAN MAKE THIS KIND OF STUDY AND USE IT AND SUPPLY IT TO OTHER AGENCIES.


THE
ILLINOIS CHAMBER of COMMERCE
COMMITTEE on STATE PLANNING
MAP of
ILLINOIS
SCALE
0 5 10 20 30 MILES
OCTOBER 1930
N
W E
S
TRENDS OF CHANGE IN COUNTY POPULATION
DECLINING POP.
INCREASING LESS THAN 10%
INCREASING MORE THAN 10%
JO DAVIESS
STEPHENSON
WINNEBAGO
BOONE
McHENRY
LAKE MICHIGAN
Freeport
Rockford
Belvidere
CARROLL
OGLE
DE KALB
KANE
COOK
Evanston
Chicago
DUPAGE
WHITESIDE
LEE
Dixon
Sterling
ROCK RIVER
Aurora
KENDALL
WILL
Joliet
ROCK ISLAND
Moline
GREEN
BUREAU
LA SALLE
FOX
GRUNDY
Morris
HENRY
La Salle
Spring Valley
Ottawa
MERCER
Kewonee
PUTNAM
Streator
KANKAKEE
KNOX
STARK
MARSHALL
LIVINGSTON
WARREN
Galesburg
Monmouth
HENDERSON
PEORIA
WOODFORD
Pontiac
IROQUOIS
FULTON
McLEAN
HANCOCK
McDONOUGH
Canton
Mocomb
TAZEWELL
Bloomington
FORD
Hoopeston
VERMILION
MASON
CHAMPAIGN
SCHUYLER
LOGAN
DE WITT
ADAMS
ILLINOIS
SANGAMON
Lincoln
Clinton
Danville
BROWN
MENARD
Beardstown
PIATT
Quincy
CASS
MACON
DOUGLAS
EDGAR
MORGAN
Springfield
PIKE
Jacksonville
SCOTT
MOULTRIE
CHRISTIAN
COLES
Paris
Mattoon
Charleston
SHELBY
GREENE
MACOUPIN
CLARK
CUMBERLAND
MONTGOMERY
Litchfield
FAYETTE
EFFINGHAM
JASPER
CRAWFORD
JERSEY
Jerseyville
CALHOUN
Staunton
MADISON
BOND
MO. RIVER
CLAY
RICHLAND
LAWRENCE
MARION
Madison
CLINTON
Olney
WAYNE
WABASH
Centralia
WASHINGTON
JEFFERSON
Mount Carmel
MONROE
Mount Vernon
HAMILTON
WHITE
RANDOLPH
PERRY
FRANKLIN
Duquoin
JACKSON
WILLIAMSON
SALINE
GALLATIN
Murphysboro
Herrin
Carbondale
Marion
Harrisburg
UNION
JOHNSON
POPE
HARDIN
OHIO
ALEXANDER
PULASKI
MASSAC
Metropolis
Cairo
U.S. CENSUS DATA

URBANIZATION

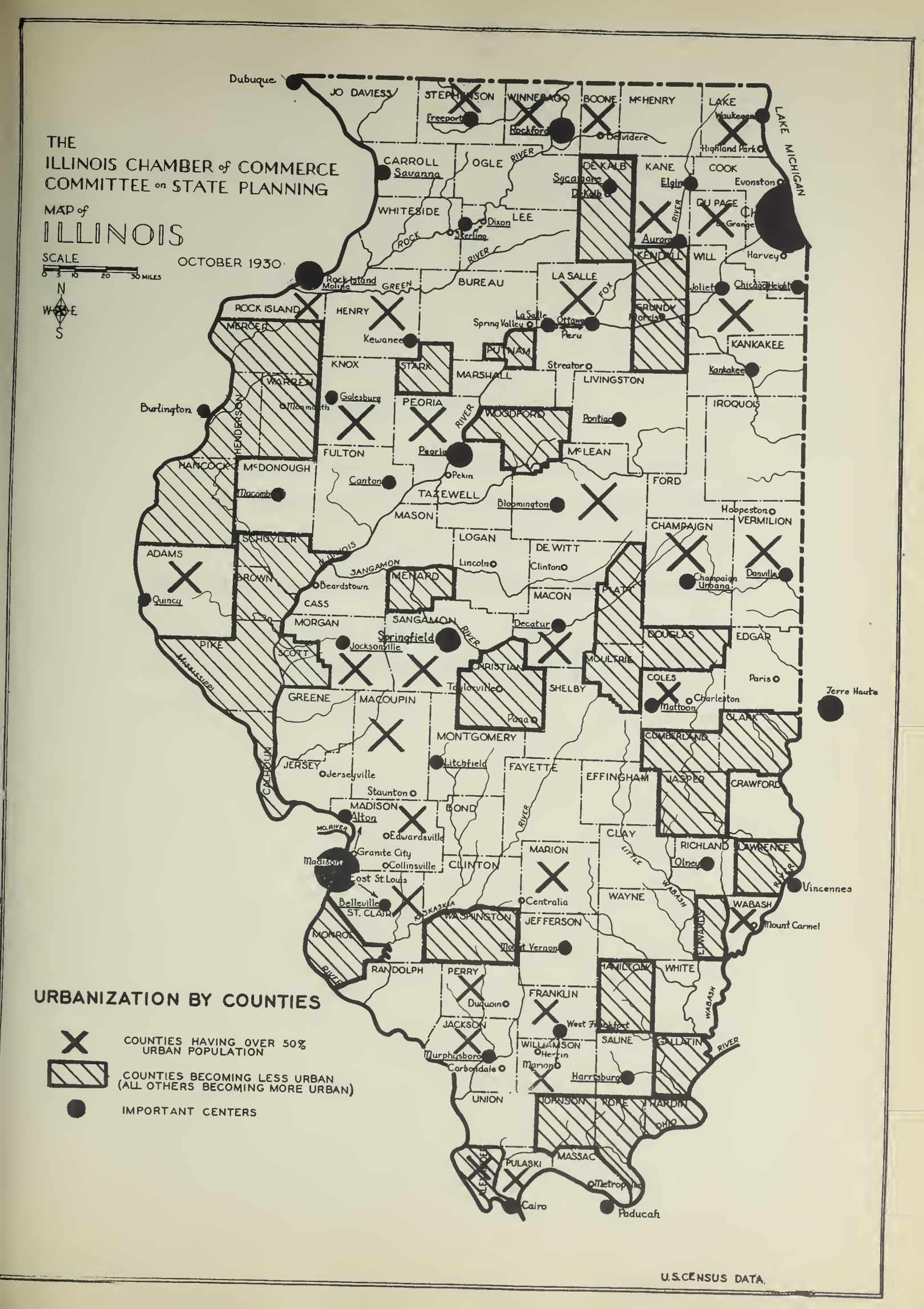
MOVEMENT OF POPULATION FROM THE COUNTRY TO TOWNS OF 2500 PEOPLE AND LARGER.

70 COUNTIES SHOW A MARKED TENDENCY FOR THE POPULATION BALANCE TO CHANGE FROM COUNTRY TO TOWN.

32 COUNTIES REMAIN UNCHANGED OR TEND TO BECOME LESS URBAN, BUT NEARLY EVERY ONE OF THESE IS DECLINING IN TOTAL POPULATION.

31 COUNTIES ARE NOW OVER 50% URBAN AND THESE ARE COUNTIES WITH INDUSTRIAL CENTERS.

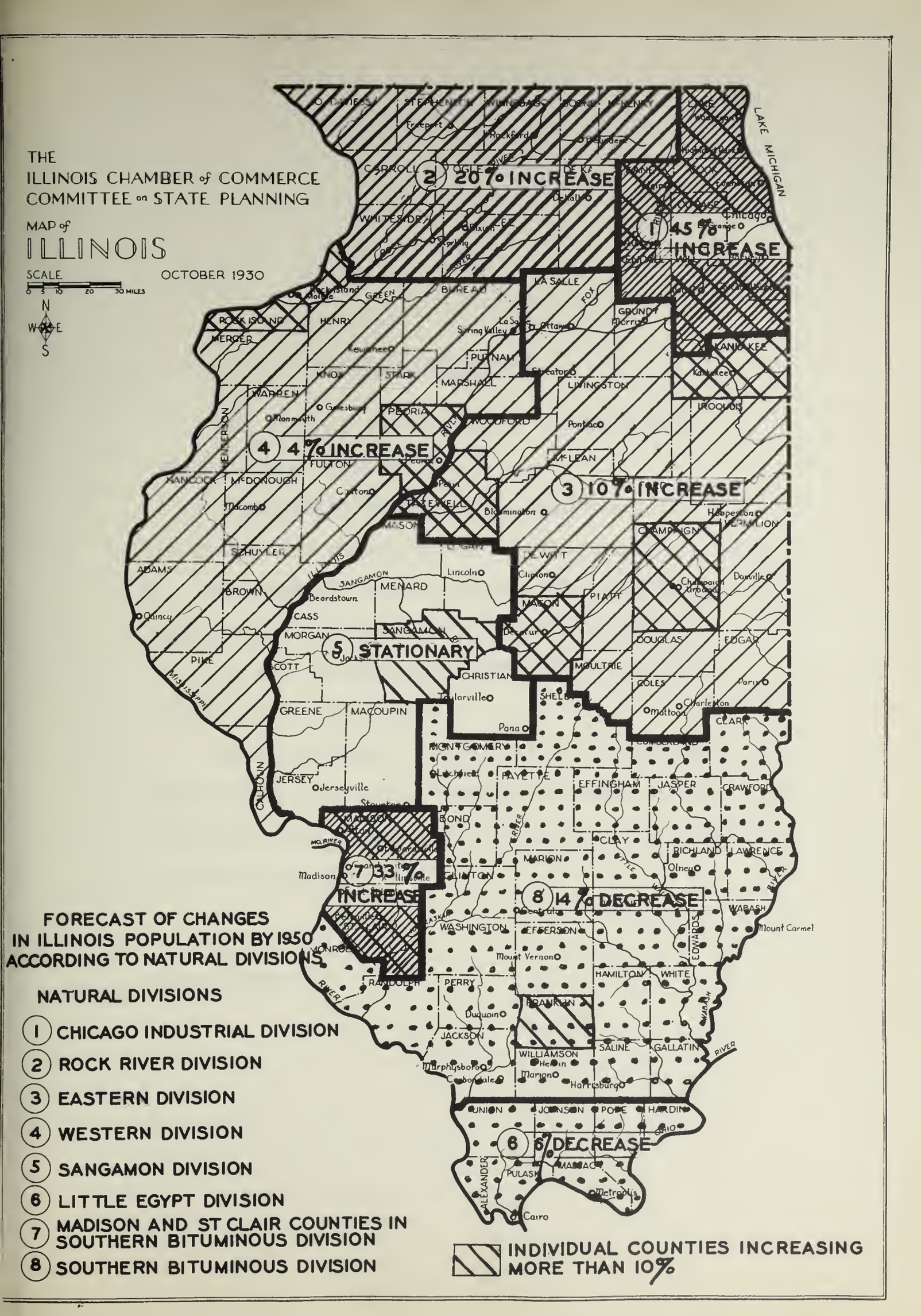
SUGGESTING A LINE OF STUDY FOR STATE PLANNING, TO BE USED FOR SPECIFICALLY DESIGNING HIGHWAYS, RECREATION, ETC.


THE
ILLINOIS CHAMBER of COMMERCE
COMMITTEE on STATE PLANNING
MAP of
ILLINOIS
OCTOBER 1930
SCALE
0 5 10 20 30 MILES
N
W E
S
URBANIZATION BY COUNTIES
COUNTIES HAVING OVER 50% URBAN POPULATION
COUNTIES BECOMING LESS URBAN (ALL OTHERS BECOMING MORE URBAN)
IMPORTANT CENTERS
Dubuque
JO DAVIESS
STEPHENSON
WINNEBAGO
BOONE
McHENRY
LAKE
LAKE MICHIGAN
Freeport
Rockford
Belvidere
Waukegan
Highland Park
CARROLL
Savanna
OGLE
DE KALB
KANE
COOK
Sycamore
DeKalb
Elgin
Evonston
WHITESIDE
Dixon
LEE
Sterling
DU PAGE
Aurora
KENDALL
WILL
Harvey
Joliet
Chicago Heights
ROCK ISLAND
Rock Island
Moline
GREEN
BUREAU
LA SALLE
FOX
RIVER
ROCK
GRUNDY
Morris
Spring Valley
La Salle
Ottawa
Peru
HENRY
Kewanee
MERCER
PUTNAM
KANKAKEE
Kankakee
KNOX
STARK
MARSHALL
Streator
LIVINGSTON
WARREN
Galesburg
Monmouth
Burlington
HENDERSON
PEORIA
WOODFORD
Pontiac
IROQUOIS
FULTON
Peoria
McLEAN
HANCOCK
McDONOUGH
Canton
Pekin
Macomb
TAZEWELL
FORD
Bloomington
MASON
Hoopeston
VERMILION
CHAMPAIGN
SCHUYLER
LOGAN
DE WITT
ADAMS
Lincoln
Clinton
Champaign
Urbana
Danville
BROWN
Beardstown
MENARD
PIATT
Quincy
CASS
MACON
MORGAN
SANGAMON
Springfield
Decatur
DOUGLAS
EDGAR
Jacksonville
PIKE
SCOTT
MOULTRIE
CHRISTIAN
Taylorville
SHELBY
COLES
Paris
Terre Haute
Mattoon
Charleston
GREENE
MACOUPIN
Paga
CLARK
CUMBERLAND
MONTGOMERY
Litchfield
JERSEY
Jerseyville
FAYETTE
EFFINGHAM
JASPER
CRAWFORD
Staunton
MADISON
Alton
BOND
Edwardsville
CLAY
RICHLAND
LAWRENCE
Granite City
Collinsville
MARION
Olney
Madison
CLINTON
East St. Louis
Centralia
WAYNE
Vincennes
Belleville
ST. CLAIR
WASHINGTON
JEFFERSON
WABASH
Mount Carmel
MONROE
Mount Vernon
RANDOLPH
PERRY
HAMILTON
WHITE
Duquoin
FRANKLIN
JACKSON
West Frankfort
WILLIAMSON
SALINE
GALLATIN
Murphysboro
Herrin
Carbondale
Marion
Harrisburg
UNION
JOHNSON
POPE
HARDIN
PULASKI
MASSAC
Metropolis
Cairo
Paducah
MISSISSIPPI
OHIO
WABASH
LITTLE
U.S. CENSUS DATA.

FORECASTS BY DIVISIONS

BEGINNING TO WORK DOWN FROM OVER-ALL STATE FORECASTS TO FIGURES FOR DIVISIONS, COUNTIES, ETC.

NO PLANNING FOR FUTURE DEVELOPMENT CAN PROCEED LOGICALLY WITHOUT AN UNDERSTANDING OF POPULATION DISTRIBUTION, PRESENT AND PROSPECTIVE, AND ONLY STATE PLANNING CAN DETERMINE AND USE COMPREHENSIVE POPULATION DATA.


THE
ILLINOIS CHAMBER of COMMERCE
COMMITTEE on STATE PLANNING
MAP of
ILLINOIS
SCALE
0 5 10 20 30 MILES
OCTOBER 1930
N
W E
S
2 20% INCREASE
1 45% INCREASE
4 4% INCREASE
3 10% INCREASE
5 STATIONARY
7 33% INCREASE
8 14% DECREASE
6 6% DECREASE
LAKE MICHIGAN
Freeport
Rockford
Elgin
Chicago
DeKalb
Dixon
Sterling
Ottawa
Streator
Kankakee
Joliet
Aurora
Rock Island
Moline
Galesburg
Monmouth
Peoria
Pontiac
Bloomington
Champaign
Danville
Decatur
Springfield
Lincoln
Beardstown
Quincy
Macomb
Canton
Jacksonville
Taylorville
Pana
Mattoon
Charleston
Paris
Jerseyville
Alton
Edwardsville
Belleville
Centralia
Olney
Mount Carmel
Mount Vernon
Carbondale
Murphysboro
Harrisburg
Duquoin
Metropolis
Cairo
Olney
WHITESIDE
CARROLL
OGLE
DE KALB
LAKE
McHENRY
BOONE
WINNEBAGO
STEPHENSON
JO DAVIESS
KANE
DUPAGE
COOK
WILL
GRUNDY
KENDALL
LA SALLE
BUREAU
HENRY
MERCER
ROCK ISLAND
KNOX
STARK
PUTNAM
MARSHALL
LIVINGSTON
IROQUOIS
KANKAKEE
WARREN
PEORIA
WOODFORD
FULTON
McDONOUGH
HANCOCK
McLEAN
TAZEWELL
MASON
LOGAN
DE WITT
PIATT
CHAMPAIGN
VERMILION
SCHUYLER
ADAMS
BROWN
CASS
MORGAN
SCOTT
PIKE
MENARD
SANGAMON
DOUGLAS
EDGAR
MOULTRIE
COLES
CHRISTIAN
SHELBY
CLARK
CUMBERLAND
GREENE
MACOUPIN
JERSEY
CALHOUN
MONTGOMERY
FAYETTE
EFFINGHAM
JASPER
CRAWFORD
BOND
CLAY
RICHLAND
LAWRENCE
MARION
CLINTON
WASHINGTON
JEFFERSON
WABASH
EDWARDS
RANDOLPH
PERRY
FRANKLIN
WHITE
HAMILTON
JACKSON
WILLIAMSON
SALINE
GALLATIN
UNION
JOHNSON
POPE
HARDIN
ALEXANDER
PULASKI
MASSAC
OHIO
RIVER
MISSISSIPPI
ILLINOIS
WABASH
MO. RIVER
FOX
FORMER
FORMER
FORMER

MINERAL INDUSTRIES

THE MINERAL INDUSTRIES OF ILLINOIS HAVE REACHED HUGE PROPORTIONS.

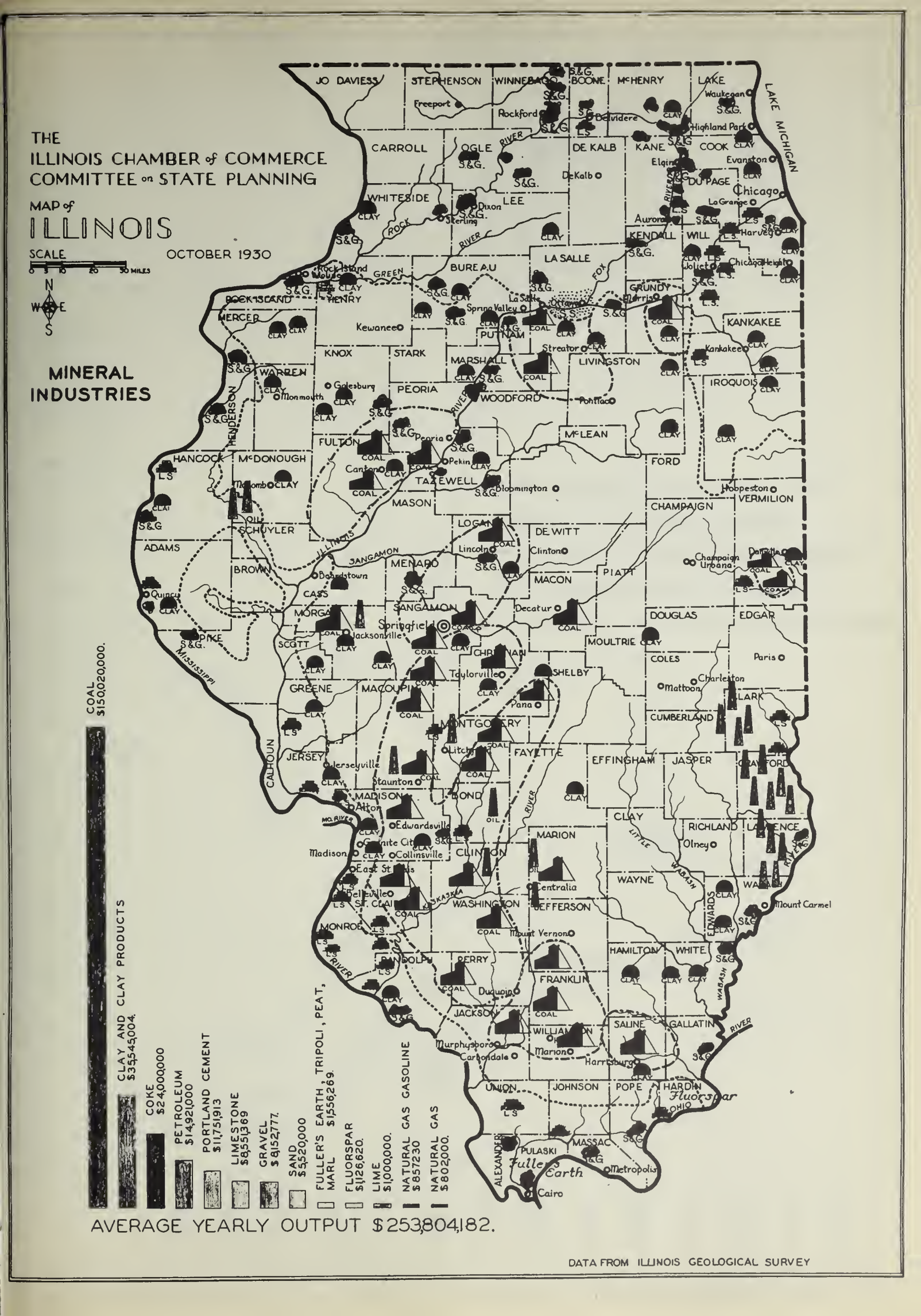
THE PRESENT DEVELOPMENT, RESOURCES, AND TENDENCIES ARE SHOWN ON THE FOLLOWING MAPS.

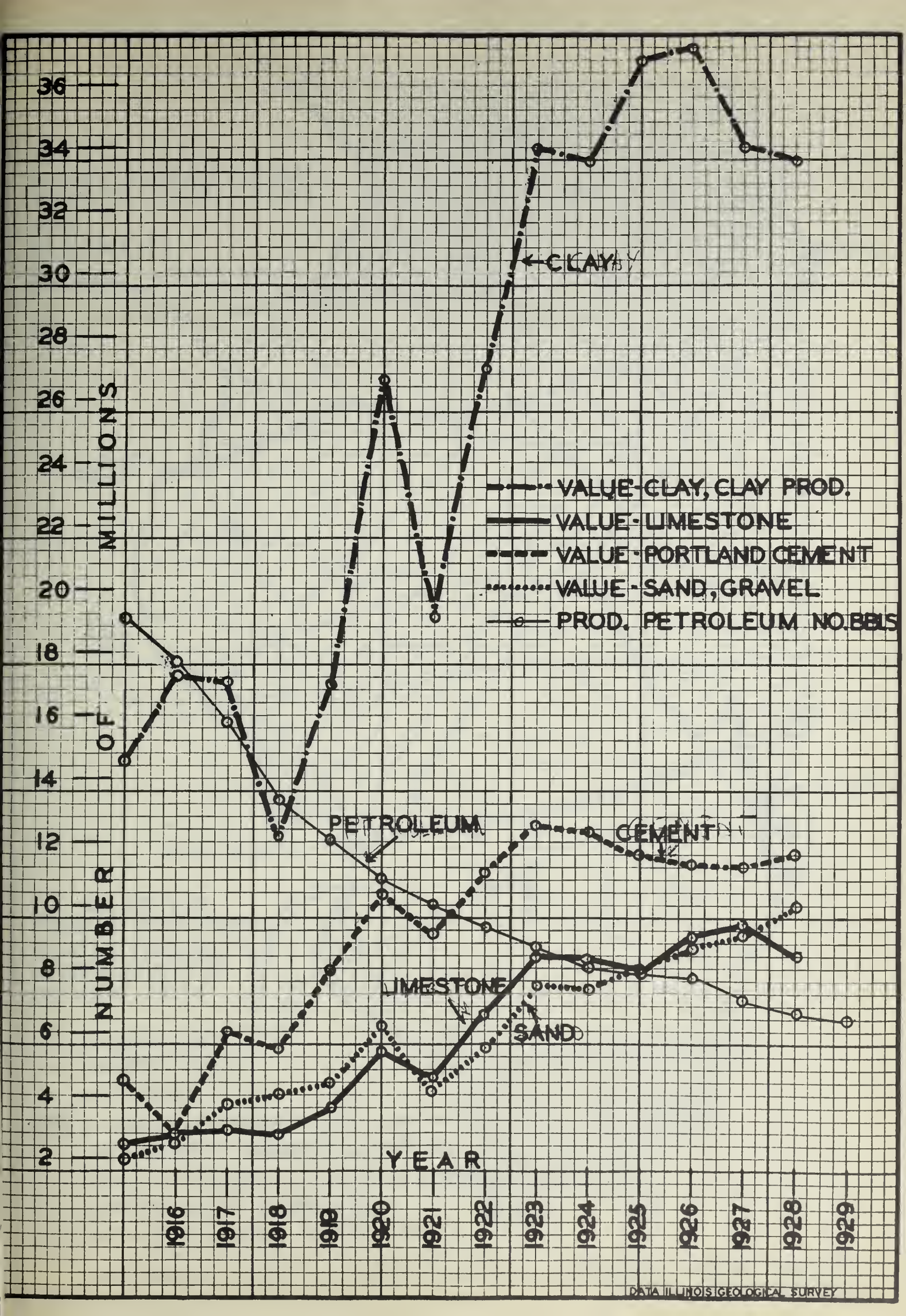
BUT THE WHOLE FIELD NEEDS MUCH FURTHER INVESTIGATION BY THE STATE GEOLOGICAL SURVEY*.

SEVERAL NATURAL RESOURCES ARE STILL UNEXPLORED AND/OR UNEXPLOITED.

STATE PLANNING: TO COORDINATE PLANNING OF OTHER INDUSTIRES AND OF TRANSPORT, WATER SUPPLY, POWER, ETC. WITH PROGRAM FOR FULL UTILIZATION OF NATURAL RESOURCES.

*SEE APPENDIX


THE
ILLINOIS CHAMBER of COMMERCE
COMMITTEE on STATE PLANNING
MAP of
ILLINOIS
SCALE
OCTOBER 1930
MINERAL
INDUSTRIES
COAL
$150,020,000.
CLAY AND CLAY PRODUCTS
$3,545,004.
COKE
$24,000,000
PETROLEUM
$14,921,000
PORTLAND CEMENT
$11,751,913
LIMESTONE
$8,551,369
GRAVEL
$8,152,777.
SAND
$5,520,000
FULLER'S EARTH, TRIPOLI, PEAT, MARL
$1,556,269.
FLUORSPAR
$1,126,620.
LIME
$1,000,000.
NATURAL GAS GASOLINE
$857,230
NATURAL GAS
$802,000.
AVERAGE YEARLY OUTPUT $253,804,182.
DATA FROM ILLINOIS GEOLOGICAL SURVEY


36
34
32
30
28
26
24
22
20
18
16
14
12
10
8
6
4
2
MILLIONS OF
NUMBER
CLAY
VALUE-CLAY, CLAY PROD.
VALUE-LIMESTONE
VALUE-PORTLAND CEMENT
VALUE-SAND, GRAVEL
PROD. PETROLEUM NO. BBLS
PETROLEUM
CEMENT
LIMESTONE
SAND
YEAR
1916
1917
1918
1919
1920
1921
1922
1923
1924
1925
1926
1927
1928
1929
DATA ILLINOIS GEOLOGICAL SURVEY

THE MERCHANTABLE OIL RESERVOIRS OF ILL. ARE ABOUT 50% EXHAUSTED

DATA FROM ILL. STATE GEOLOGICAL SURVEY

MAP OF
ILLINOIS
JO DAVIESS
STEPHENSON
WINNEBAGO
BOONE
MCHENRY
LAKE
CARROLL
OGLE
DEKALB
KANE
DU PAGE
COOK
WHITESIDE
LEE
KENDALL
WILL
ROCK ISLAND
HENRY
BUREAU
LA SALLE
GRUNDY
MERCER
PUTNAM
KANKAKEE
STARK
MARSHALL
HENDERSON
KNOX
WARREN
LIVINGSTON
PEORIA
WOODFORD
IROQUOIS
FULTON
TAZEWELL
McLEAN
FORD
HANCOCK
MASON
SCHUYLER
DE WITT
CHAMPAIGN
VERMILION
ADAMS
BROWN
CASS
MENARD
LOGAN
PIATT
MACON
DOUGLAS
MORGAN
SANGAMON
MOULTRIE
EDGAR
PIKE
SCOTT
CHRISTIAN
COLES
SHELBY
GREENE
CUMBERLAND
CLARK
MACOUPIN
MONTGOMERY
CALHOUN
JERSEY
EFFINGHAM
FAYETTE
JASPER
CRAWFORD
MADISON
BOND
CLAY
RICHLAND
LAWRENCE
MARION
CLINTON
ST CLAIR
WAYNE
EDWARDS
WABASH
WASHINGTON
JEFFERSON
MONROE
RANDOLPH
PERRY
HAMILTON
WHITE
FRANKLIN
JACKSON
WILLIAMSON
SALINE
GALLATIN
UNION
JOHNSON
POPE
HARDIN
MASSAC
THE CLAY INDUSTRY
POTTERY
BRICK AND TILE
FIRE BRICK
MAP BY ILLINOIS GEOLOGICAL SURVEY

MAP OF
ILLINOIS
JO DAVIESS
STEPHENSON
WINNEBAGO
BOONE
McHENRY
LAKE
LIME
CARROLL
OGLE
DEKALB
KANE
DU PAGE
LIME
FLUX
RIP-RAP
WHITESIDE
LEE
LIME
KENDALL
ROCKLAND
CEMENT
HENRY
BUREAU
LA SALLE
GRUNDY
MERCER
PUTNAM
KANKAKEE
STARK
MARSHALL
HENDERSON
KNOX
LIVINGSTON
WARREN
PEORIA
WOODFORD
IROQUOIS
FULTON
TAZEWELL
FORD
HANCOCK
McDONOUGH
McLEAN
MASON
SCHUYLER
DE WITT
CHAMPAIGN
VERMILION
LOGAN
ADAMS
LIME
BROWN
CASS
MENARD
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MACON
MORGAN
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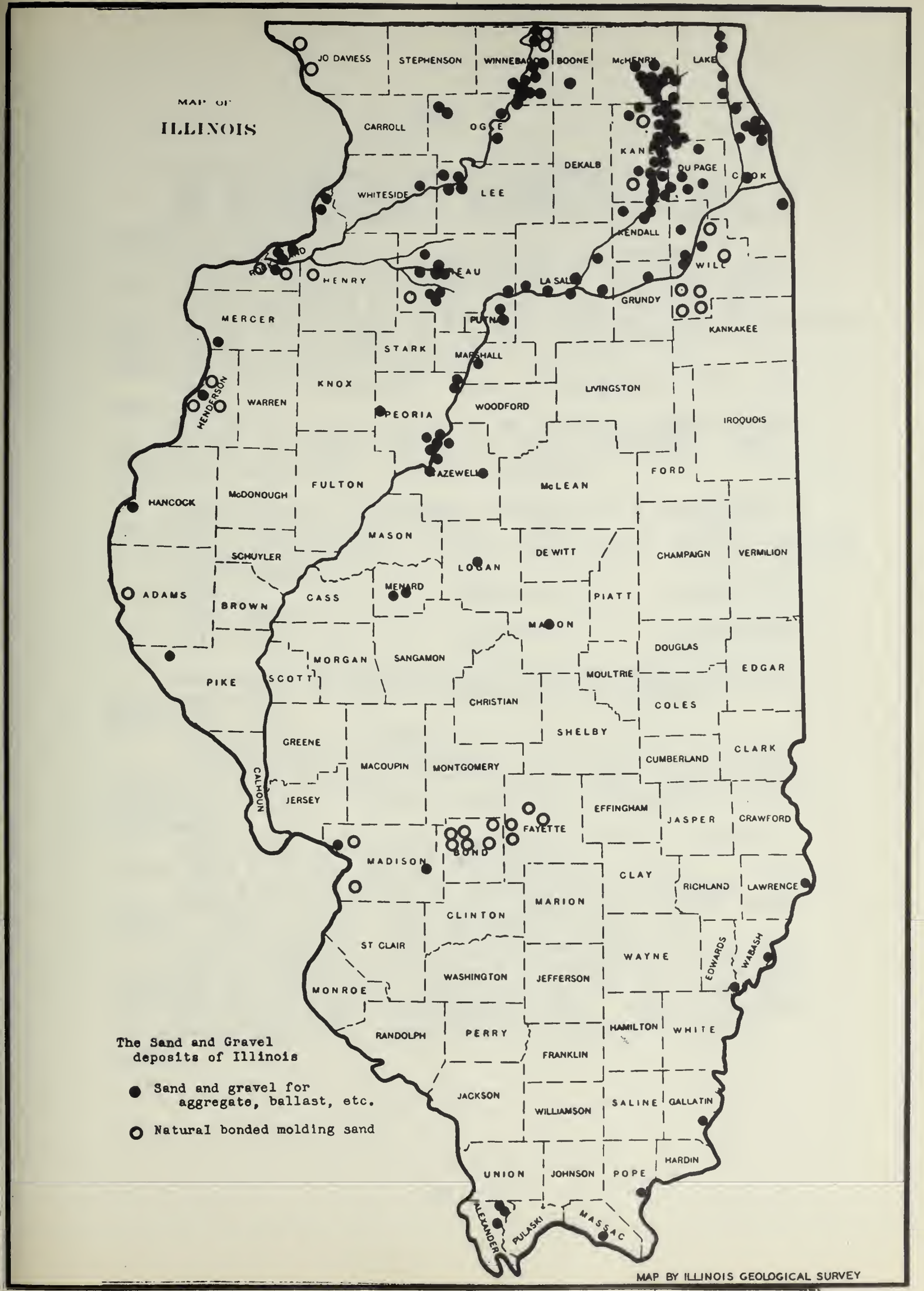
SCOTT
MOULTRIE
EDGAR
CHRISTIAN
COLES
SHELBY
GREENE
CLARK
CUMBERLAND
MACOUPIN
MONTGOMERY
CALHOUN
JERSEY
WHITING
EFFINGHAM
JASPER
CRAWFORD
FAYETTE
MADISON
BOND
CLAY
RICHLAND
LAWRENCE
MARION
CLINTON
ST CLAIR
WAYNE
EDWARDS
WABASH
FLUX
WASHINGTON
JEFFERSON
MONROE
RANDOLPH
PERRY
HAMILTON
WHITE
FRANKLIN
JACKSON
WILLIAMSON
SALINE
GALLATIN
HARDIN
UNION
JOHNSON
POPE
RIP-RAP
ALEXANDER
PULASKI
MASSAC
LIMESTONE AND PRODUCTS
1928
MAP BY ILL. GEOLOGICAL SURVEY


MAP OF
ILLINOIS
JO DAVIESS
STEPHENSON
WINNEBAGO
BOONE
McHENRY
LAKE
CARROLL
OGLE
DEKALB
KANE
DU PAGE
COOK
WHITESIDE
LEE
KENDALL
WILL
ROCK ISLAND
HENRY
BUREAU
LA SALLE
GRUNDY
MERCER
PUTNAM
KANKAKEE
STARK
MARSHALL
KNOX
LIVINGSTON
HENDERSON
WARREN
PEORIA
WOODFORD
IROQUOIS
TAZEWELL
FORD
McLEAN
HANCOCK
McDONOUGH
FULTON
MASON
DE WITT
CHAMPAIGN
VERMILION
SCHUYLER
LOGAN
ADAMS
BROWN
CASS
MENARD
PIATT
MACON
DOUGLAS
MORGAN
SANGAMON
MOULTRIE
EDGAR
PIKE
SCOTT
CHRISTIAN
COLES
SHELBY
GREENE
CLARK
CUMBERLAND
MACOUPIN
MONTGOMERY
CALHOUN
JERSEY
EFFINGHAM
JASPER
CRAWFORD
FAYETTE
BOND
MADISON
CLAY
RICHLAND
LAWRENCE
MARION
CLINTON
ST CLAIR
WAYNE
EDWARDS
WABASH
WASHINGTON
JEFFERSON
MONROE
RANDOLPH
PERRY
HAMILTON
WHITE
FRANKLIN
JACKSON
SALINE
GALLATIN
WILLIAMSON
UNION
JOHNSON
POPE
HARDIN
ALEXANDER
PULASKI
MASSAC
The Sand and Gravel deposits of Illinois
Sand and gravel for aggregate, ballast, etc.
Natural bonded molding sand
MAP BY ILLINOIS GEOLOGICAL SURVEY

COAL

THE GREAT MINING INDUSTRY OF ILLINOIS.

ONE BIG REASON FOR ITS INDUSTRIAL DEVELOPMENT.

THE CHICAGO DISTRICT IS THE BIGGEST COAL-CONSUMING CENTER IN THE WORLD.

THE LOCALIZATION OF COAL MINING HAS SHIFTED FROM THE NORTHERN TOWARD THE SOUTHERN END OF THE COAL FIELDS.

TOTAL DEPLETION OF FIELD ONLY ABOUT 2%, BUT BEST COAL IN SOUTHERN FIELDS IS NOT MANY DECADES FROM EXHAUSTION. NEW METHODS OF CLEANING AND USING LOWER GRADES OF COAL IMPORTANT TO WARD OFF DECLINE.

ABOUT 60% OF ILLINOIS' COAL PRODUCTION IS USED IN THE STATE.

THE COAL SHIPPED OUT GOES TO 14 or 15 OTHER STATES, THE BIGGEST CONSUMERS BEING, IN ORDER, MISSOURI, IOWA, WISCONSIN, MINNESOTA, INDIANA, NEBRASKA.

THE ILLINOIS COAL MINING INDUSTRY AS A WHOLE HAS DECLINED SINCE THE WORLD WAR:

	1920	1929
TOTAL PRODUCTION	74 MILLION TONS	62 MILLION TONS
TOTAL NUMBER OF MINES	ABOUT 900	ABOUT 800
TOTAL NUMBER OF SHIPPING MINES	ABOUT 400	ABOUT 200

THE NUMBER EMPLOYED IN COAL MINING DECREASES SOMEWHAT MORE RAPIDLY THAN PRODUCTION DUE TO GREATER MECHANIZATION.

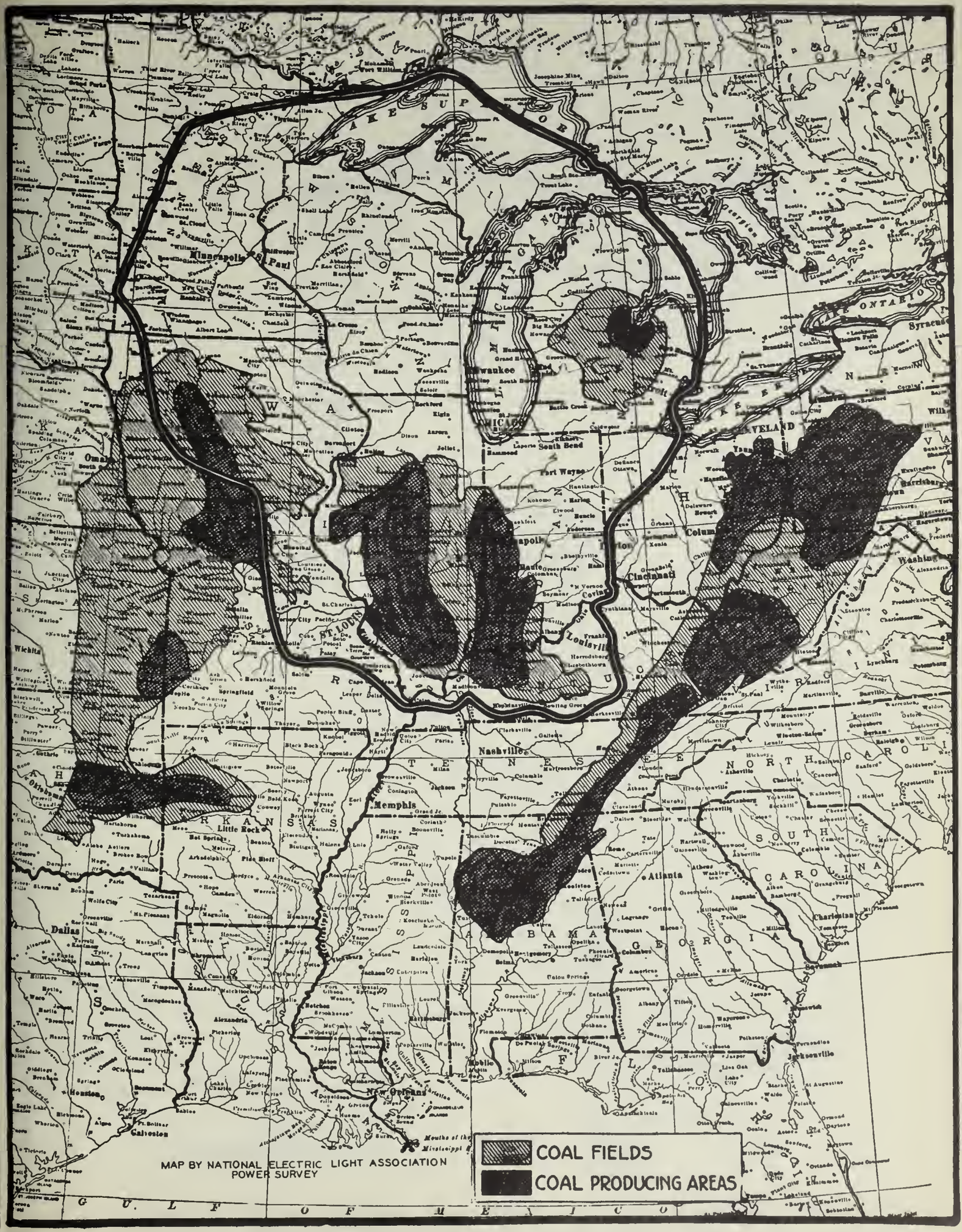
TWO IMPORTANT TENDENCIES:

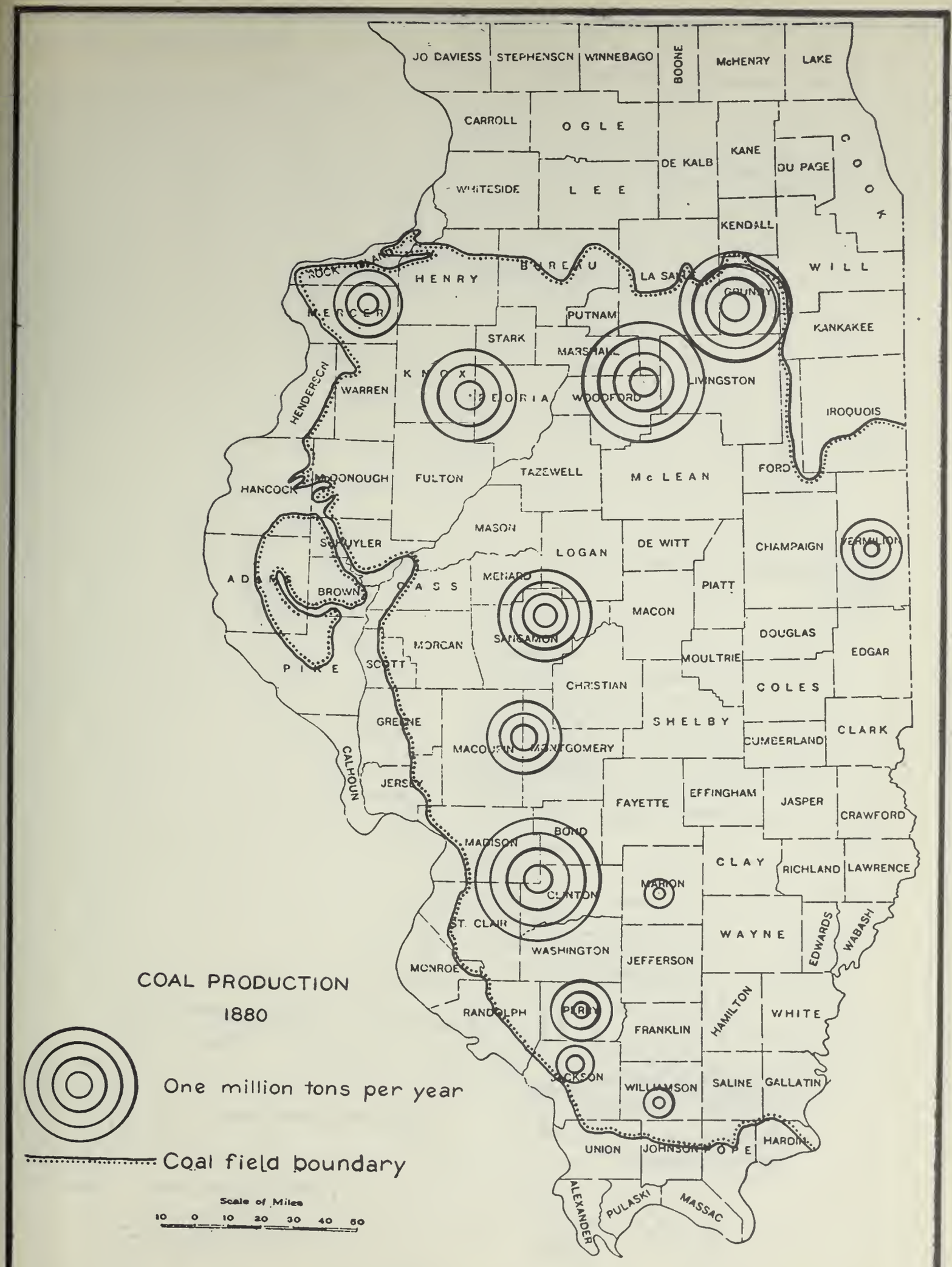
SOUTHERN FIELD PRODUCTION BECOMES RELATIVELY MUCH LARGER AS A PROPORTION OF THE STATES TOTAL: THE NORTHERN FIELD AND SANGAMON COUNTY DECREASING IN RELATIVE IMPORTANCE.

STRIP MINE PRODUCTION INCREASES RAPIDLY, ALTHOUGH STILL ONLY A SMALL PART OF THE TOTAL.

COAL MINING SUBJECT TO VITAL FACTORS ENTIRELY OUTSIDE SPHERE OF STATE PLANNING, - COMPETITION WITH OTHER FIELDS, WAGE SCALES, RAIL AND WATER RATES, ETC.

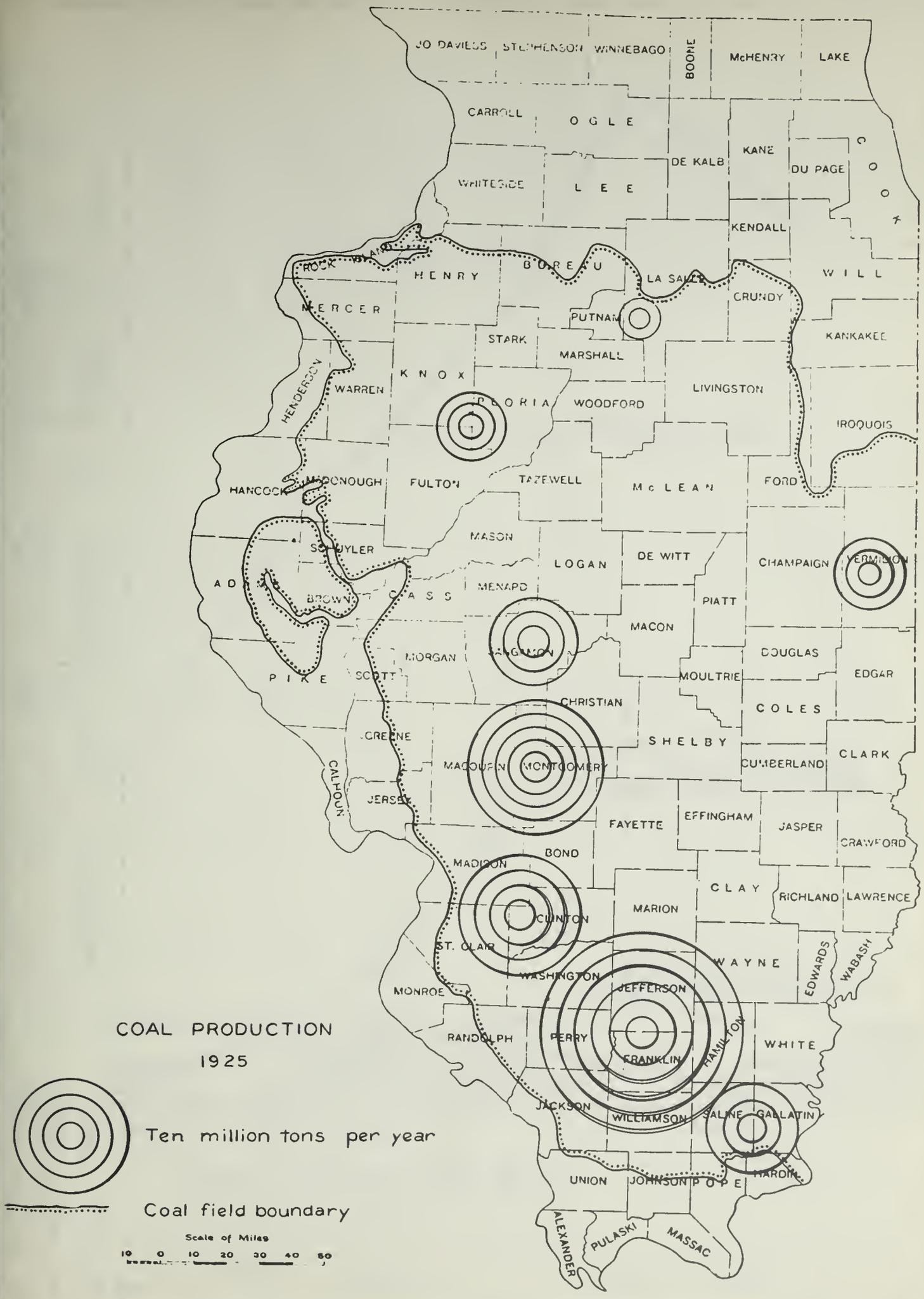
STATE PLANNING: TO APPLY COAL-PRODUCTION FACTORS (SOURCE, VOLUME, DESTINATION) TO PLANNING OF POPULATION MOVEMENT AND INDUSTRUAL LOCALIZATION AND TO CORRESPONDING TRANSPORT, POWER, RECREATION, ETC. THE COAL-MINING POPULATION ITSELF IS LARGE AND A SUBJECT FOR SPECIAL STUDY.


COAL FIELDS
COAL PRODUCING AREAS
MAP BY NATIONAL ELECTRIC LIGHT ASSOCIATION
POWER SURVEY
Minneapolis
St. Paul
Omaha
Chicago
Milwaukee
Detroit
Cleveland
Cincinnati
Louisville
St. Louis
Nashville
Memphis
Little Rock
Dallas
Houston
Galveston
New Orleans
Atlanta
Mobile
Jacksonville
Charleston
Fort Wayne
South Bend
Columbus
Wichita
Oklahoma
Kansas
Nebraska
Iowa
Illinois
Indiana
Ohio
Kentucky
Tennessee
Mississippi
Alabama
Georgia
Florida
North Carolina
South Carolina
Virginia
West Virginia
Pennsylvania
Michigan
Wisconsin
Minnesota
Dakota
Lake Superior
Lake Michigan
Lake Erie
Lake Ontario
Gulf of Mexico



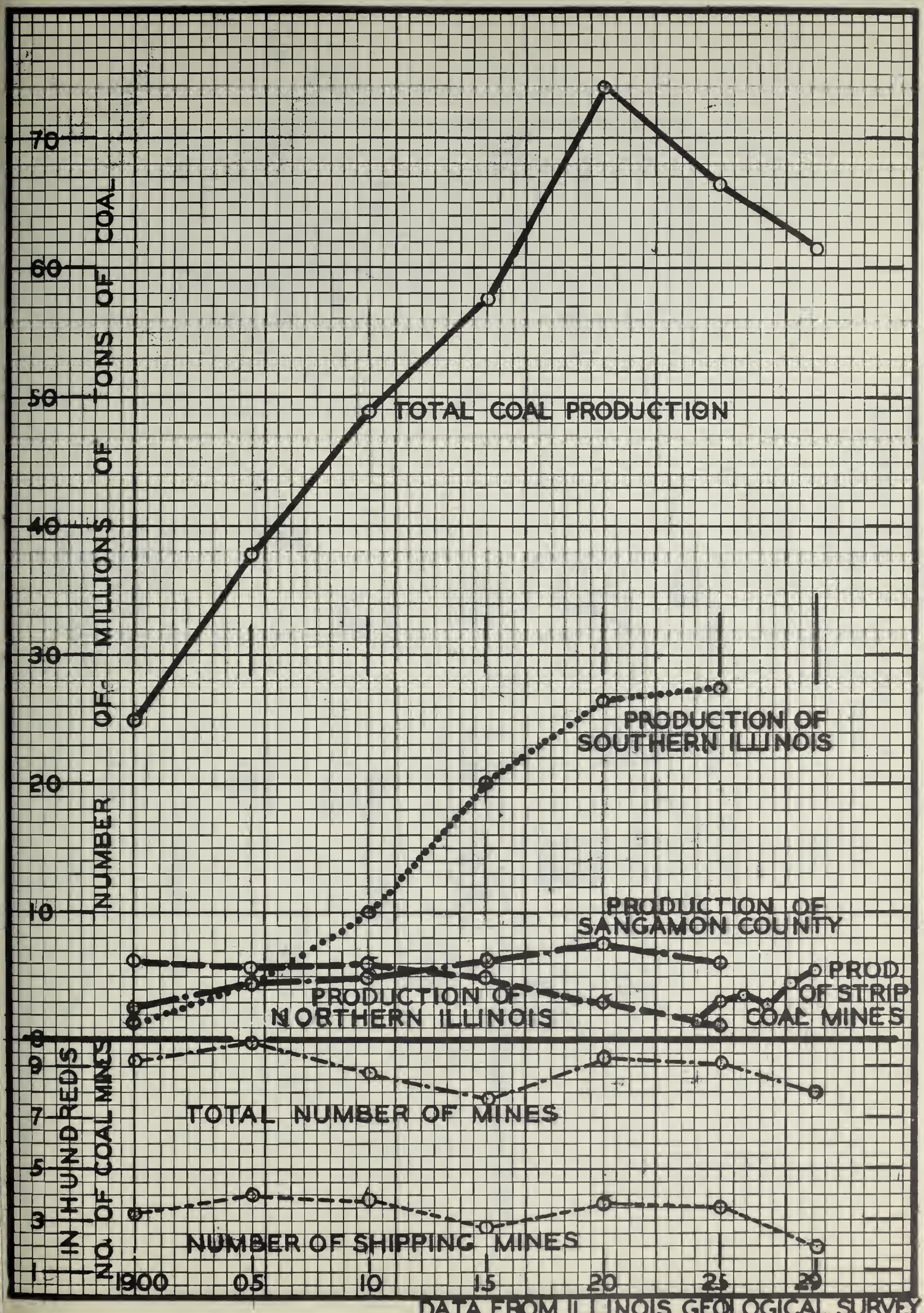
Map of Illinois showing the location of mining and also the relative production from different localities in 1880.

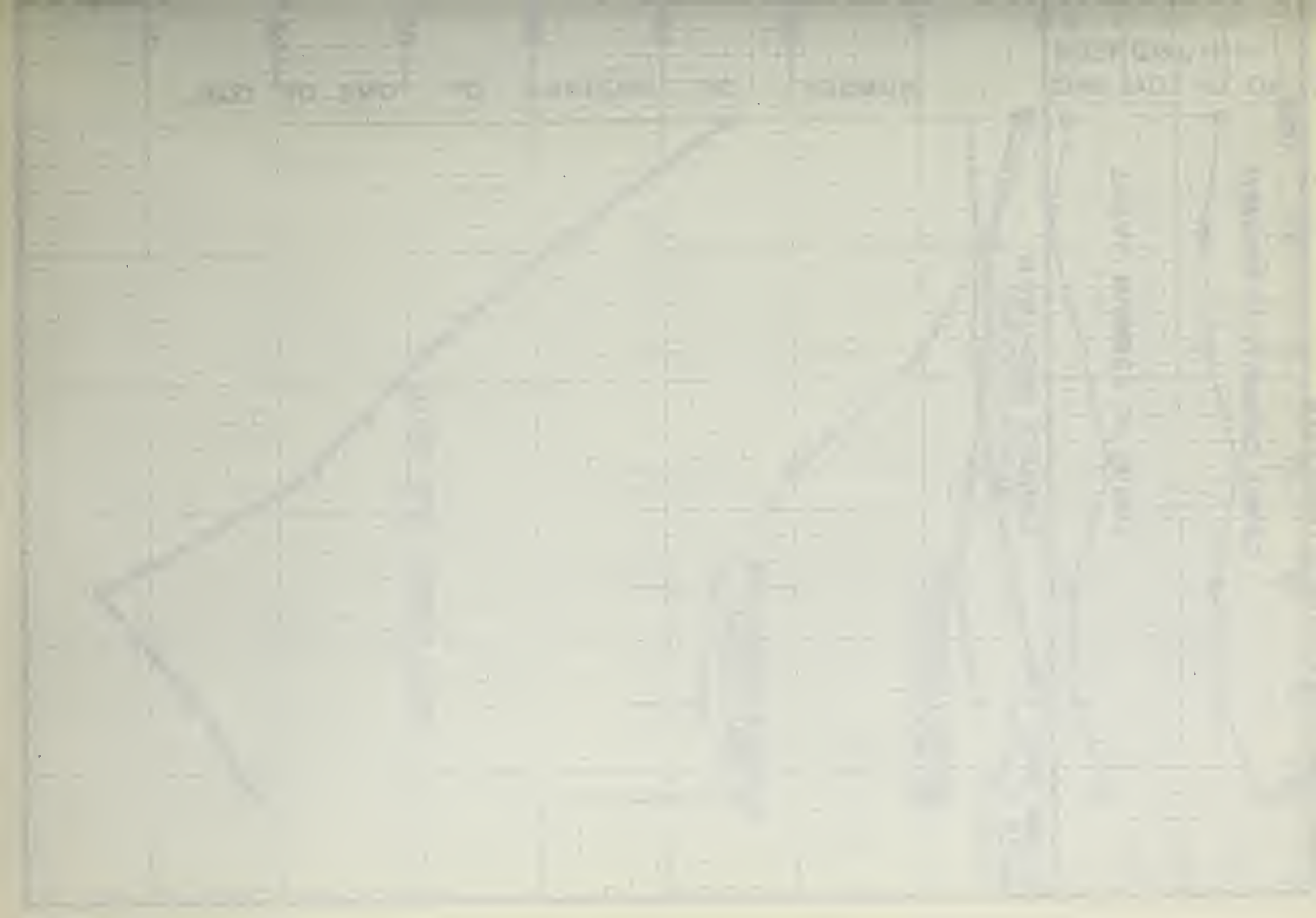
MAP BY ILLINOIS GEOLOGICAL SURVEY



Map of Illinois showing the location of mining and also the relative production from different localities in 1925.

MAP BY ILLINOIS GEOLOGICAL SURVEY

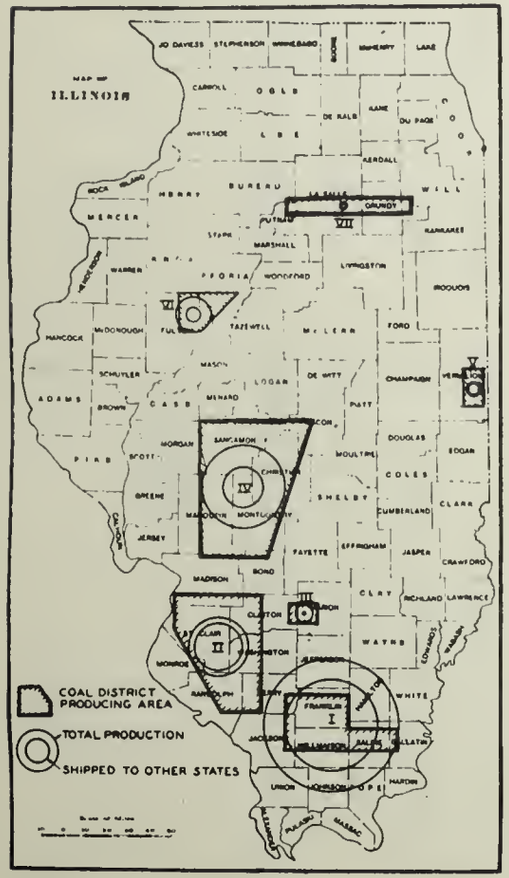

70
60
50
40
30
20
10
9
7
5
3
1
NO. OF COAL MINES IN HUNDREDS
NUMBER OF MILLIONS OF TONS OF COAL
TOTAL COAL PRODUCTION
PRODUCTION OF SOUTHERN ILLINOIS
PRODUCTION OF SANGAMON COUNTY
PRODUCTION OF NORTHERN ILLINOIS
PROD. OF STRIP COAL MINES
TOTAL NUMBER OF MINES
NUMBER OF SHIPPING MINES
1900
05
10
15
20
25
29
DATA FROM ILLINOIS GEOLOGICAL SURVEY
KEUFFEL & ESSER CO., N. Y. NO. 359-S



WHERE ILLINOIS COAL GOES

DISTRIBUTION OF ILLINOIS COAL IN ITS MARKET AREA, 1926

STATISTICS FROM COAL AGE, MARCH 1928



NORTH DAKOTA
I 6,490
II 33
IV 150
6,673

SOUTH DAKOTA
I 223,287
II 1,499
III 150
IV 120
V 25
226,081

NEBRASKA
I 575,651
II 141,161
III 4,220
IV 4,772
V 12,270
737,204

KANSAS
I 76,742
II 3,470
IV 2,781
82,993

OKLAHOMA
I 23,785
II 6,732
IV 8,243
38,760
TO STATES OTHER THAN THOSE SHOWN

MINNESOTA
I 795,627
II 5,432
III 424
IV 5,858
V 200
VI 161,432
VII 2,167
971,328

IOWA
I 2,935,926
II 71,363
III 2,007
IV 226,748
V 76,303
VI 6,511
3,318,756

MISSOURI
I 4,610,199
II 2,676,941
III 208
IV 1,474,567
V 793
VI 1,950
8,766,658

ARKANSAS
I 35,964
II 3,118
39,082

LOUISIANA
I 75,570
II 100
75,670

WISCONSIN
I 1,195,031
II 3,745
III 451
IV 37,078
V 241
VI 4,290
VII 4,132
1,245,978

ILLINOIS
USED IN ILLINOIS 22702895
TO OTHER STATES 16754647
TOTAL 39457535

INDIANA
I 357,250
II 113,097
III 314
IV 162,944
V 166,937
VI 1,222
801,850

OHIO
I 217,264
II 3,210
III 51
IV 123,750
V 129
344,413

KENTUCKY

TENNESSEE
I 46,806
II 700
47,506

MISSISSIPPI
I 13,713

ALABAMA

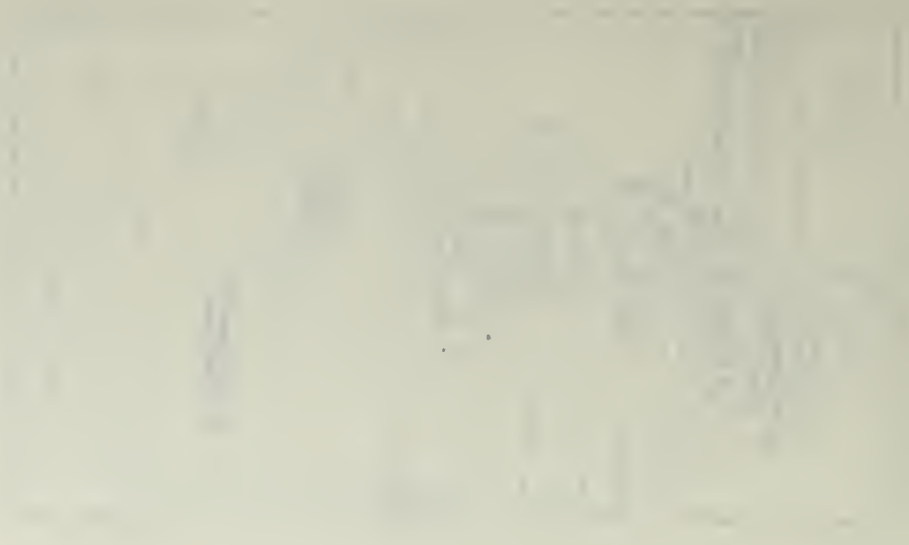
CHICAGO SWITCHING DISTRICT IS THE LARGEST COAL-CONSUMING CENTER IN THE WORLD

ARABIC FIGURES GIVE THE TONNAGES.

ROMAN NUMERALS REFER TO PRODUCING AREAS OR DISTRICTS.

CIRCLES ON BOTH MAPS ARE DRAWN TO THE SAME SCALE AND REPRESENT TONNAGES

MAP BY ILLINOIS GEOLOGICAL SURVEY



FARMING

THE TOTAL FARMED AREA IS CONTRACTING.

AGRICULTURE WILL TEND TO DECLINE MOST RAPIDLY IN THE UNSHADED PART OF THE STATE AND PARTICULARLY IN THE CROSSHATCHED SOUTHERN SECTION, EXCEPT PERHAPS NEAR ST. LOUIS.

STATE PLANNING: THIS KIND OF STUDY IS ESSENTIAL TO THE STUDY OF FUTURE:

DISTRIBUTION OF FARM POPULATION AND FARM TOWNS.

HIGHWAY REQUIREMENTS.

RAILWAY AND POWER REQUIREMENTS.

AREAS GENERALLY TO BE OR NOT TO BE USED FOR SUCH LARGE-SCALE PURPOSES AS REFORESTATION, GAME PRESERVES, ETC.

SOURCES OF AGRICULTURAL RAW MATERIAL FOR INDUSTRIAL USE.

SCHOOLS, RECREATION AND SOCIAL FACILITIES.

IT UNDERLIES AND GIVES DIRECTION TO STATE PLANNING.

DATA: ILL. AGRICULTURAL EXPERIMENTAL STATION AND U.S. CENSUS BUREAU.

FARMING TYPES

A GENERAL PICTURE OF MAIN FARMING-TYPE AREAS IN THE STATE.

IN FORECASTING AND PLANNING LAND USE THIS DOVE-TAILS WITH OTHER DATA: TENDENCIES IN CROP PRODUCTION AND LAND REQUIREMENTS FOR CROPS, PASTURE, WATER SHED, FORESTATION, ETC.

SOIL EROSION INDICATES:

AREAS LESS GOOD FOR FARMING.

AREAS POSSIBLY BEST ADAPTED TO REFORESTATION, GAME PRESERVES, ETC.

SOIL EROSION INFLUENCES FARMING, STREAM FLOW AND STREAM CONTROL, AND WATER SUPPLY.

STATE PLANNING NEEDED TO COORDINATE ALL THESE FACTORS WITH MANY OTHERS FOR SOUND LAND PLANNING AND ECONOMIC DEVELOPMENT.

THE
ILLINOIS CHAMBER of COMMERCE
COMMITTEE on STATE PLANNING

MAP of
ILLINOIS

SCALE 0 5 10 20 30 MILES

OCTOBER 1930

MAIN FARMING-TYPE AREAS

LAND SUBJECT TO SERIOUS EROSION

DATA: ILL. AGRICULTURAL EXPERIMENTAL STATION

AGRICULTURAL TENDENCIES

THE NUMBER OF FARMS IS QUITE RAPIDLY DECREASING, BUT THE AVERAGE SIZE OF FARMS IS INCREASING.

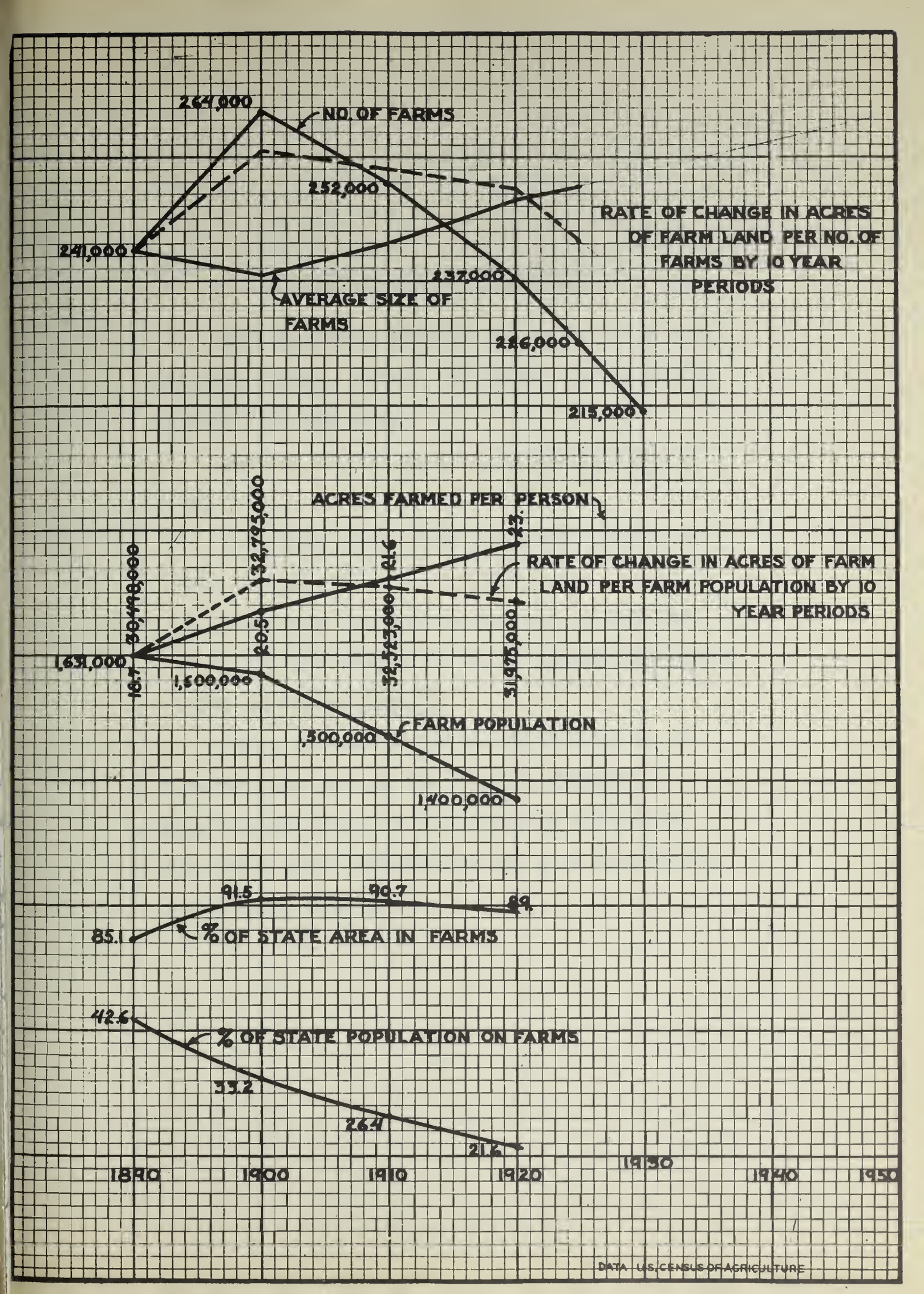
THE FARM POPULATION IS DECREASING, BUT THE NUMBER OF ACRES FARMED PER FARM-PERSON IS INCREASING.

THE PROPORTION OF THE STATE'S AREA IN FARMS DECREASES, AND THE PROPORTION OF THE STATE'S TOTAL POPULATION LIVING ON FARMS DECREASES RAPIDLY, A 50% DECREASE IN 30 YEARS.

ALL THESE TENDENCIES SEEM HEADING FOR A NEW POINT OF BALANCE.

SIGNIFICANT FOR CONSIDERATIONS OF LAND UTILIZATION, HIGHWAY AND RURAL ROAD PLANNING, POWER LINE EXTENSION AND RURAL RECREATION.

NEEDS MUCH MORE STUDY UNDER STATE PLANNING.


264,000
NO. OF FARMS
252,000
241,000
237,000
216,000
215,000
RATE OF CHANGE IN ACRES OF FARM LAND PER NO. OF FARMS BY 10 YEAR PERIODS
AVERAGE SIZE OF FARMS
ACRES FARMED PER PERSON
RATE OF CHANGE IN ACRES OF FARM LAND PER FARM POPULATION BY 10 YEAR PERIODS
1,631,000
1,500,000
1,500,000
1,400,000
FARM POPULATION
91.5
90.7
85.1
% OF STATE AREA IN FARMS
42.6
% OF STATE POPULATION ON FARMS
33.2
26.4
21.2
1890
1900
1910
1920
1930
1940
1950
DATA U.S. CENSUS OF AGRICULTURE

THE MECHANIZATION OF FARMING

WITH THE INTRODUCTION AND INCREASE OF GAS ENGINES, AUTOS, TRUCKS, TRACTORS, AND ELECTRIC MACHINES ON THE FARMS:

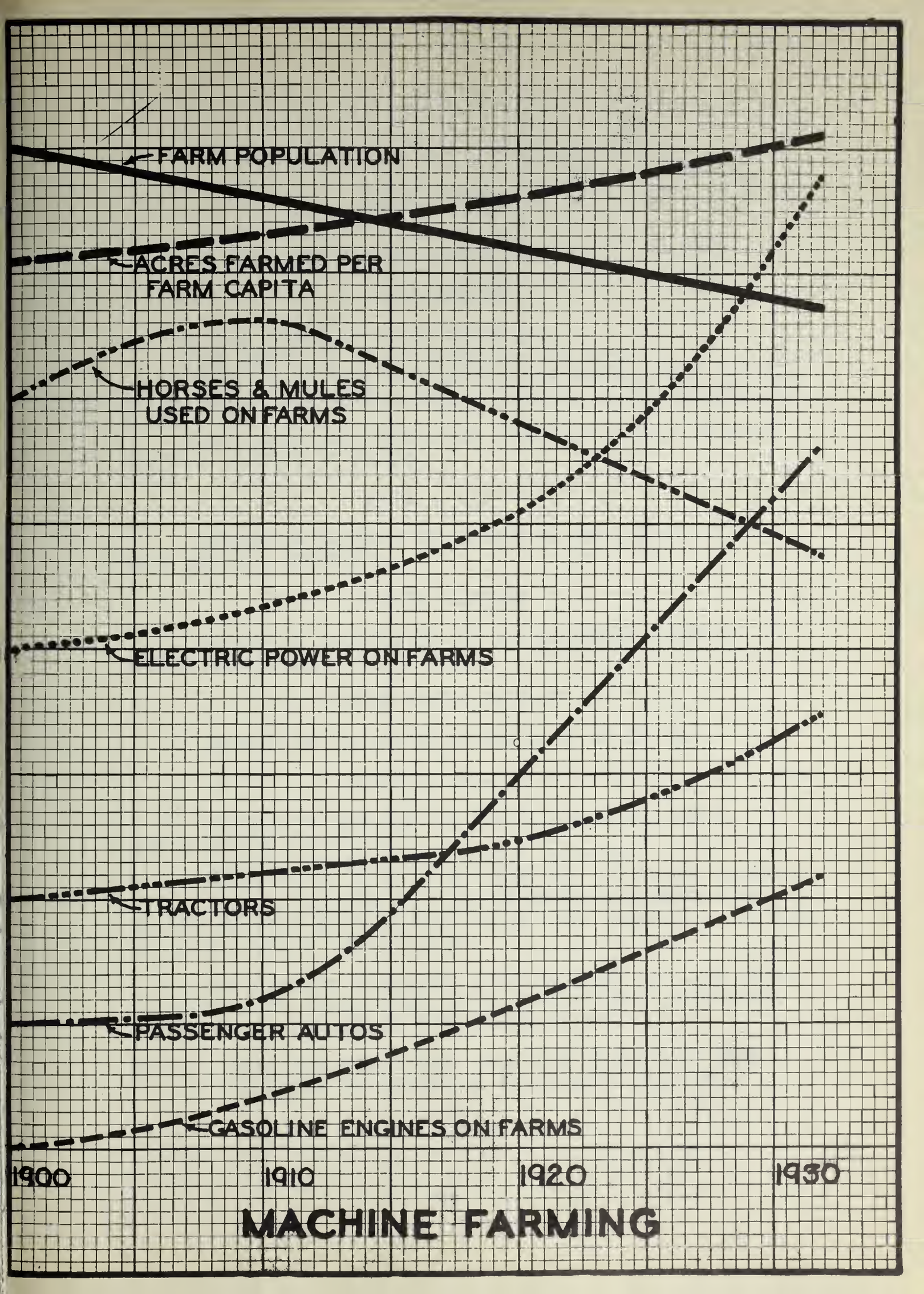
HORSES AND MULES HAVE DECREASED SHARPLY SINCE 1910.

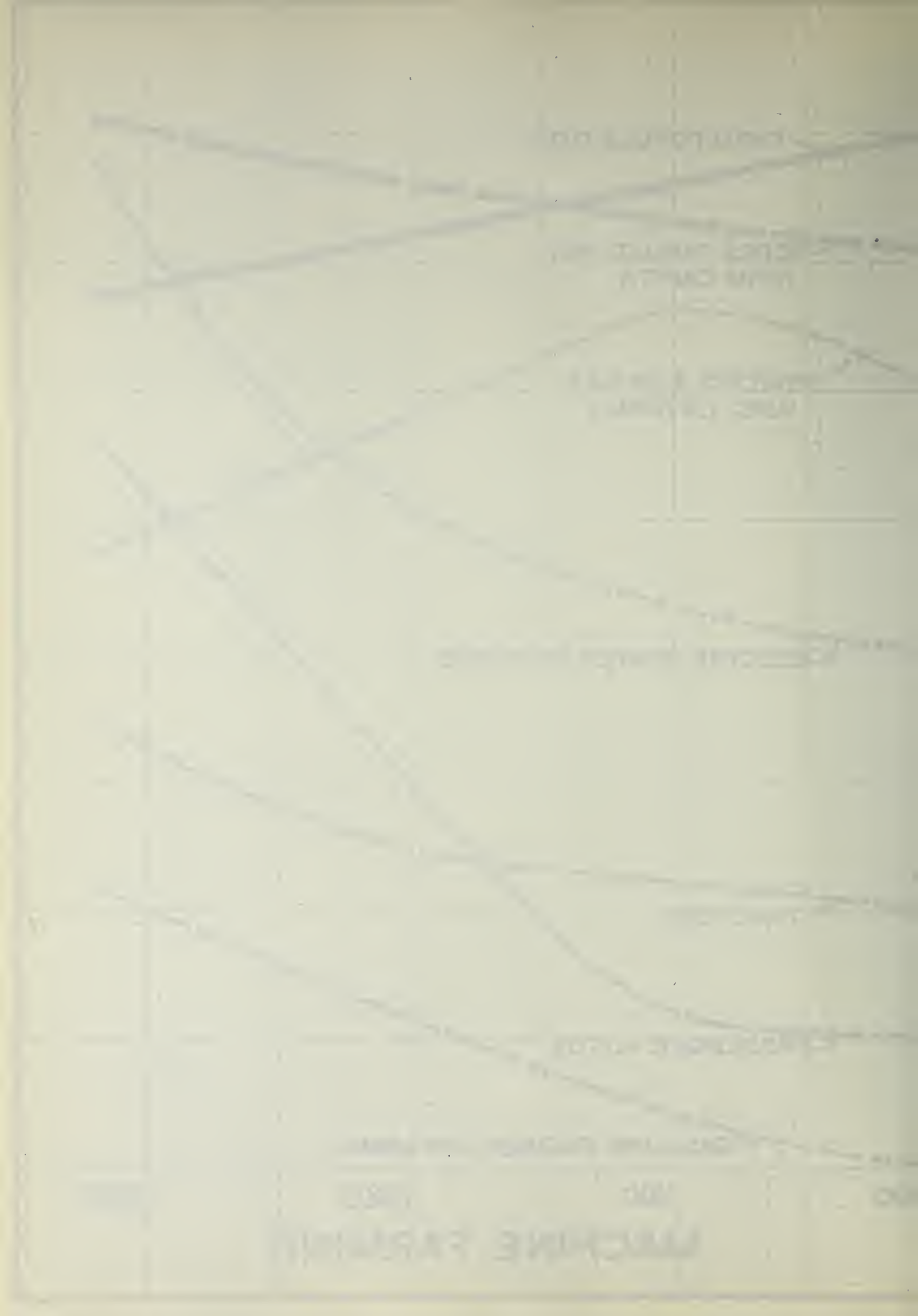
THE FARM POPULATION HAS BEEN DECREASING SINCE 1900.

THE FARM PRODUCTION PER MAN IS GREATER.

AND, THE NUMBER OF ACRES FARMED PER PERSON LIVING ON FARMS INCREASES.

THIS IS ONE OF THE MAJOR TENDENCIES IN FARMING; AND ONE OF THE FACTORS FREEING MILLIONS OF ACRES OF SUB-MARGINAL FARM LAND FOR OTHER USES: REFORESTATION, GAME PRESERVES, WATER SHED, PARKS.


FARM POPULATION
ACRES FARMED PER FARM CAPITA
HORSES & MULES USED ON FARMS
ELECTRIC POWER ON FARMS
TRACTORS
PASSENGER AUTOS
GASOLINE ENGINES ON FARMS
1900
1910
1920
1930
MACHINE FARMING



FIELD CROPS

ALL NEED STUDY OVER LONGER PERIOD.

CORN ACREAGE

MARKED DECREASE IN 23 COUNTIES.
SOME DECREASE IN 77 COUNTIES ALL TOLD.
INCREASE IN ONLY 9 COUNTIES: MC HENRY, ROCK ISLAND, STARK, MARSHALL, MC DONOUGH, SCHUYLER, ADAMS, BROWN, AND CLAY.
STATIONARY AND INCREASING COUNTIES MOSTLY IN WEST CENTRAL SECTION OF STATE.

OATS ACREAGE

GENERALLY DECREASING EXCEPT IN FEW CENTRAL AND WEST CENTRAL COUNTIES.

BARLEY ACREAGE

GENERALLY INCREASING IN ALL NORTHERN COUNTIES EXCEPT MARSHALL.

SPRING WHEAT ACREAGE

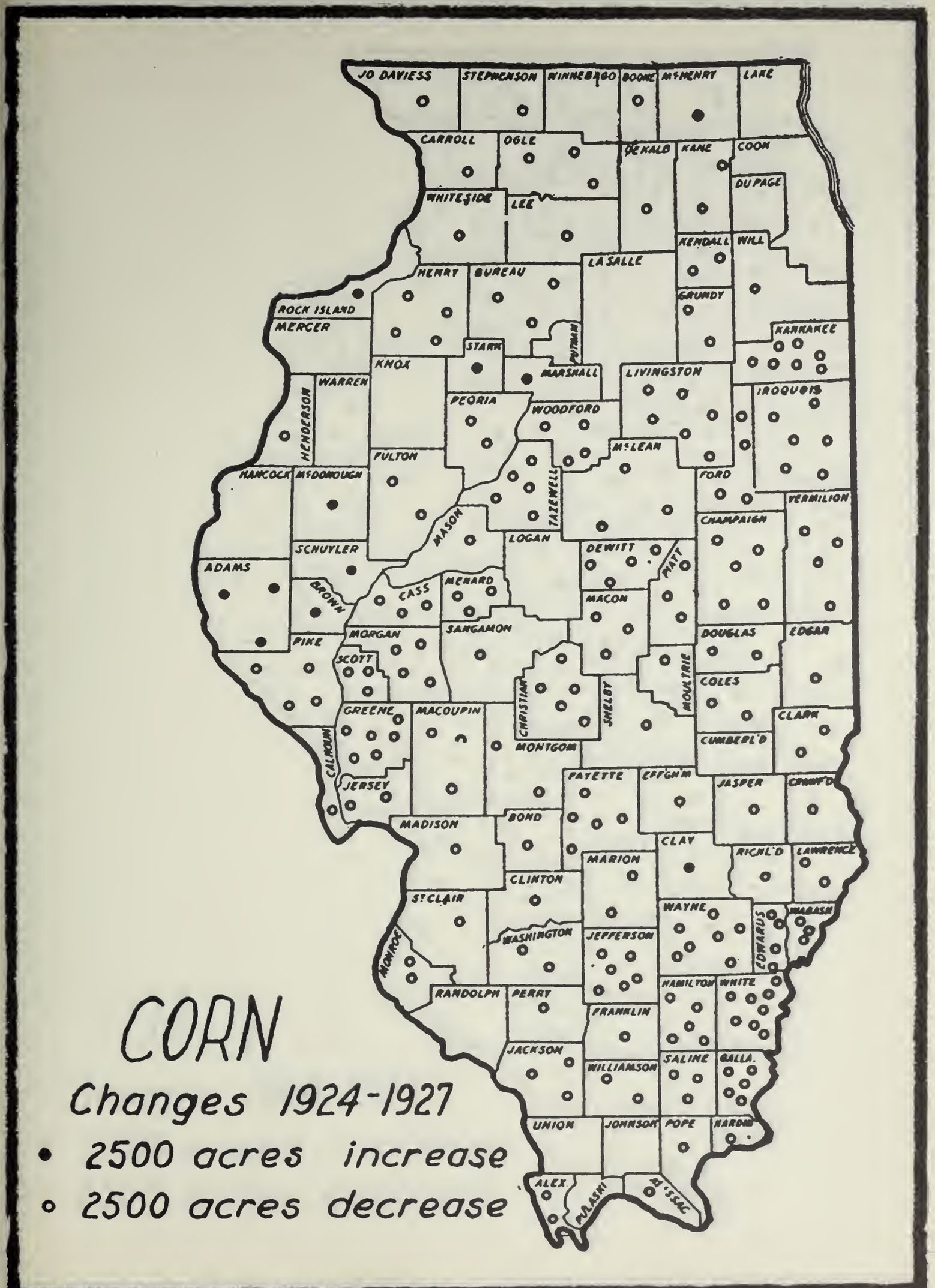
INCREASING IN NORTHEASTERN HALF OF STATE.

SOYBEAN ACREAGE

INCREASING GREATLY IN CHRISTIAN, MONTGOMERY, AND MACOUPIN COUNTIES.
GENERAL INCREASE IN CENTRAL COUNTIES.
DECREASE IN SEVERAL EASTERN AND SCATTERED COUNTIES.
SOYBEAN CULTURE HAS BECOME EXTREMELY IMPORTANT IN THE SECTION BEST ADAPTED TO IT. HAS INDUSTRIAL AS WELL AS AGRICULTURAL SIGNIFICANCE.

ALL VITALLY CONNECTED WITH PROBLEMS OF LAND UTILIZATION, FARM POPULATION, TOWN DEVELOPMENT, TRANSPORT, POWER, ETC., AND HENCE WITH STATE PLANNING.

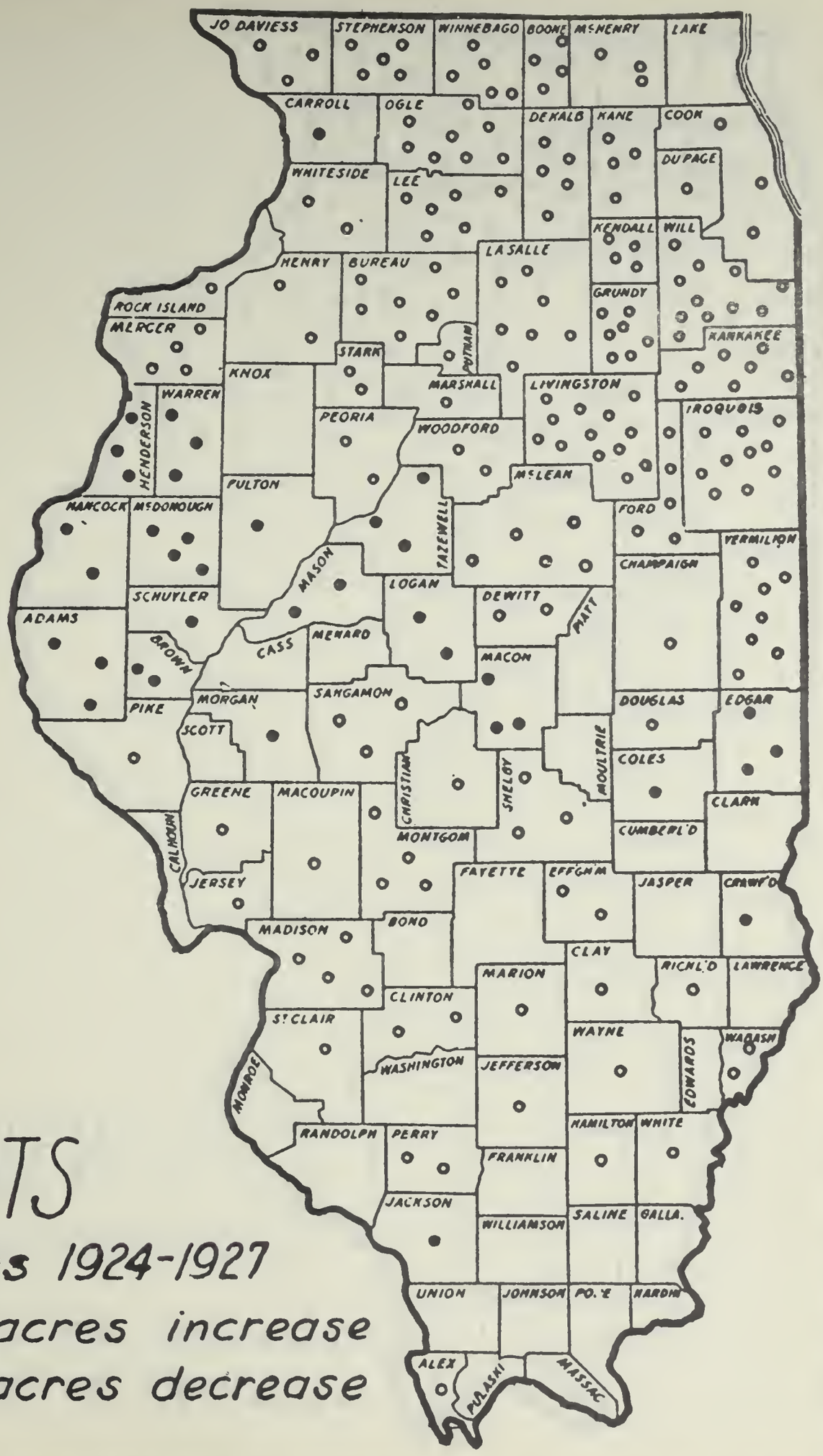
NOTE: DATA FOR FIELD CROP AND LIVE STOCK MAPS FROM ILLINOIS AGRICULTURAL EXPERIMENT STATION.



CORN

Changes 1924-1927

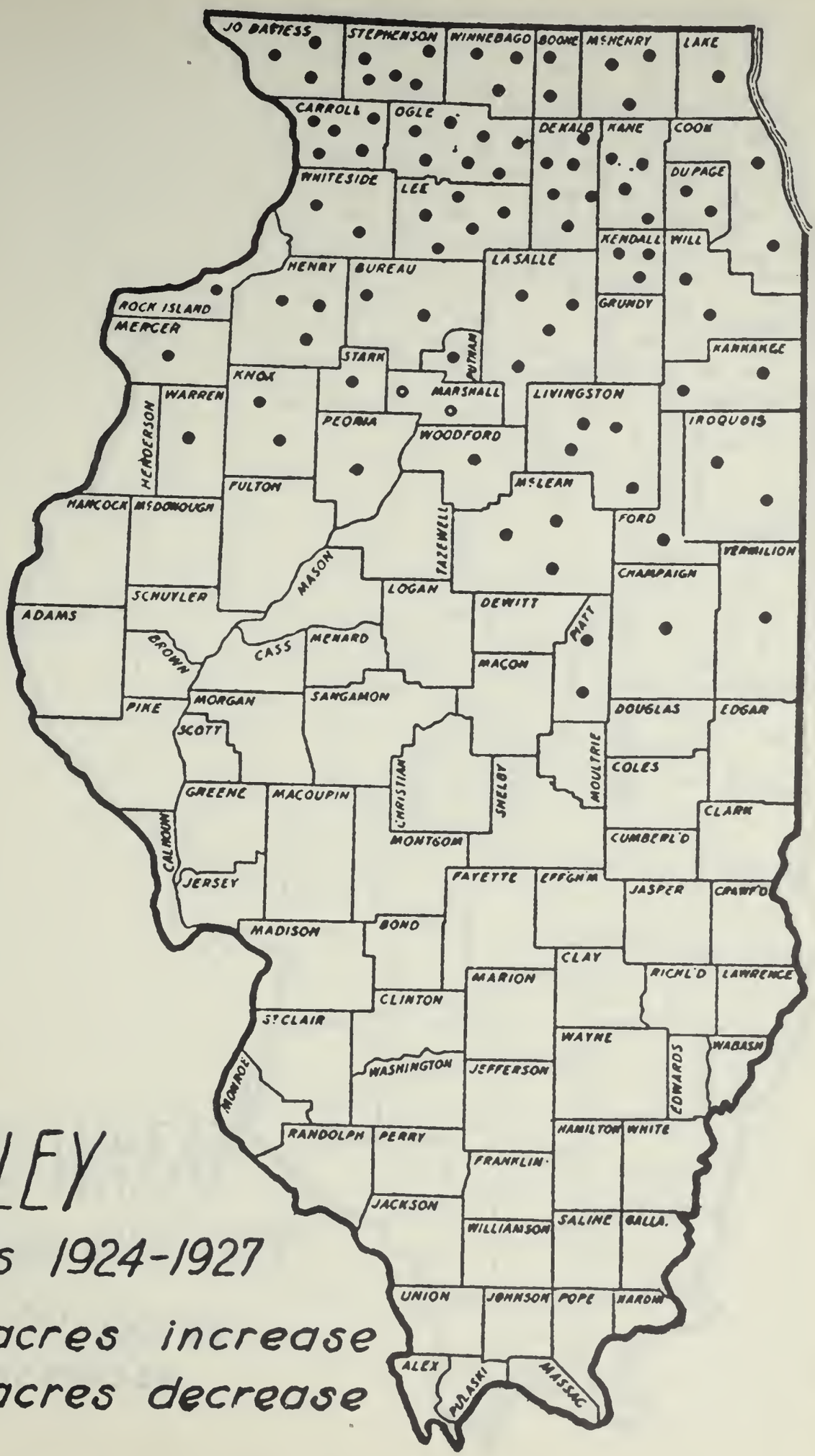
- 2500 acres increase
- 2500 acres decrease



OATS

Changes 1924-1927

- 2500 acres increase
- 2500 acres decrease

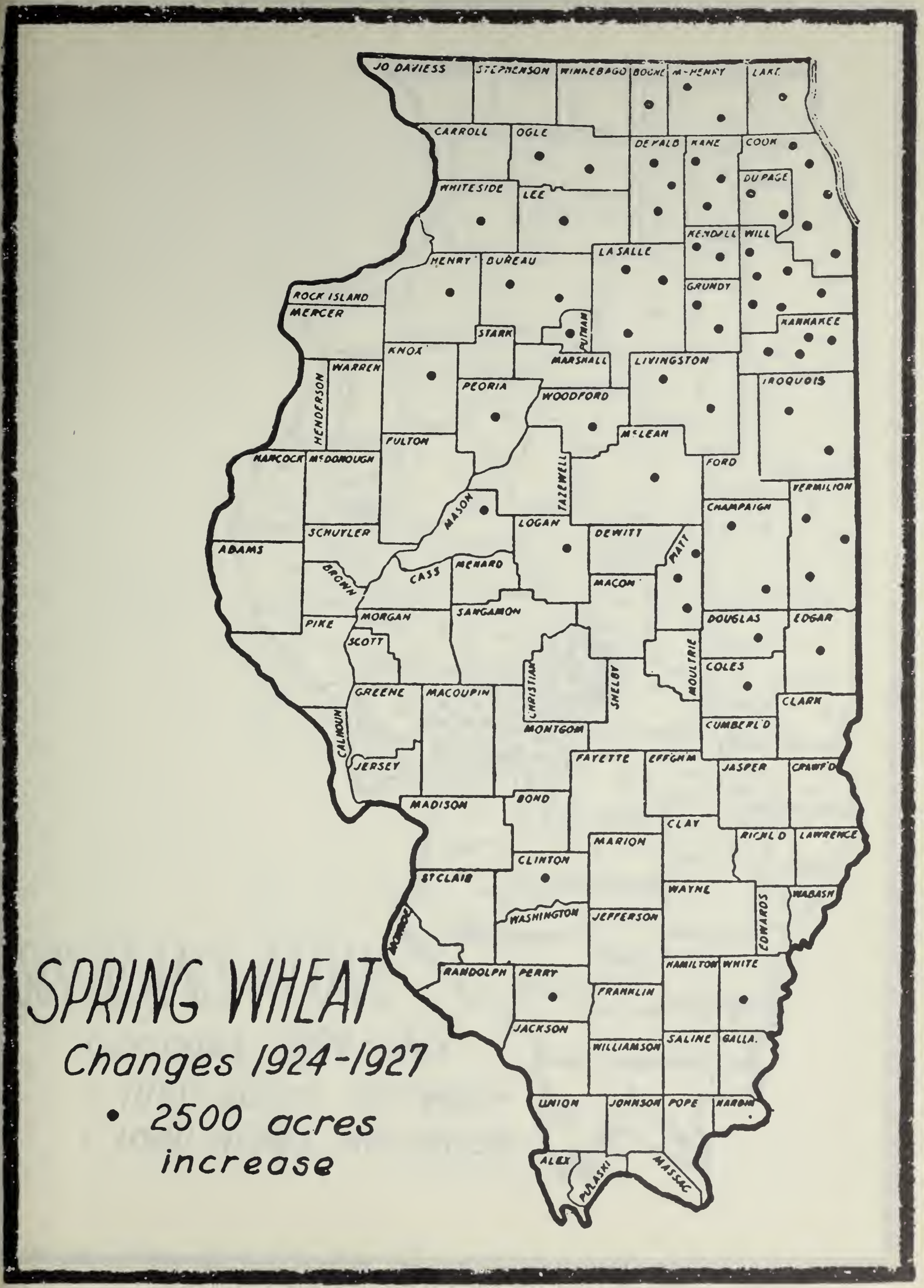


BARLEY

Changes 1924-1927

- 2500 acres increase
- 2500 acres decrease

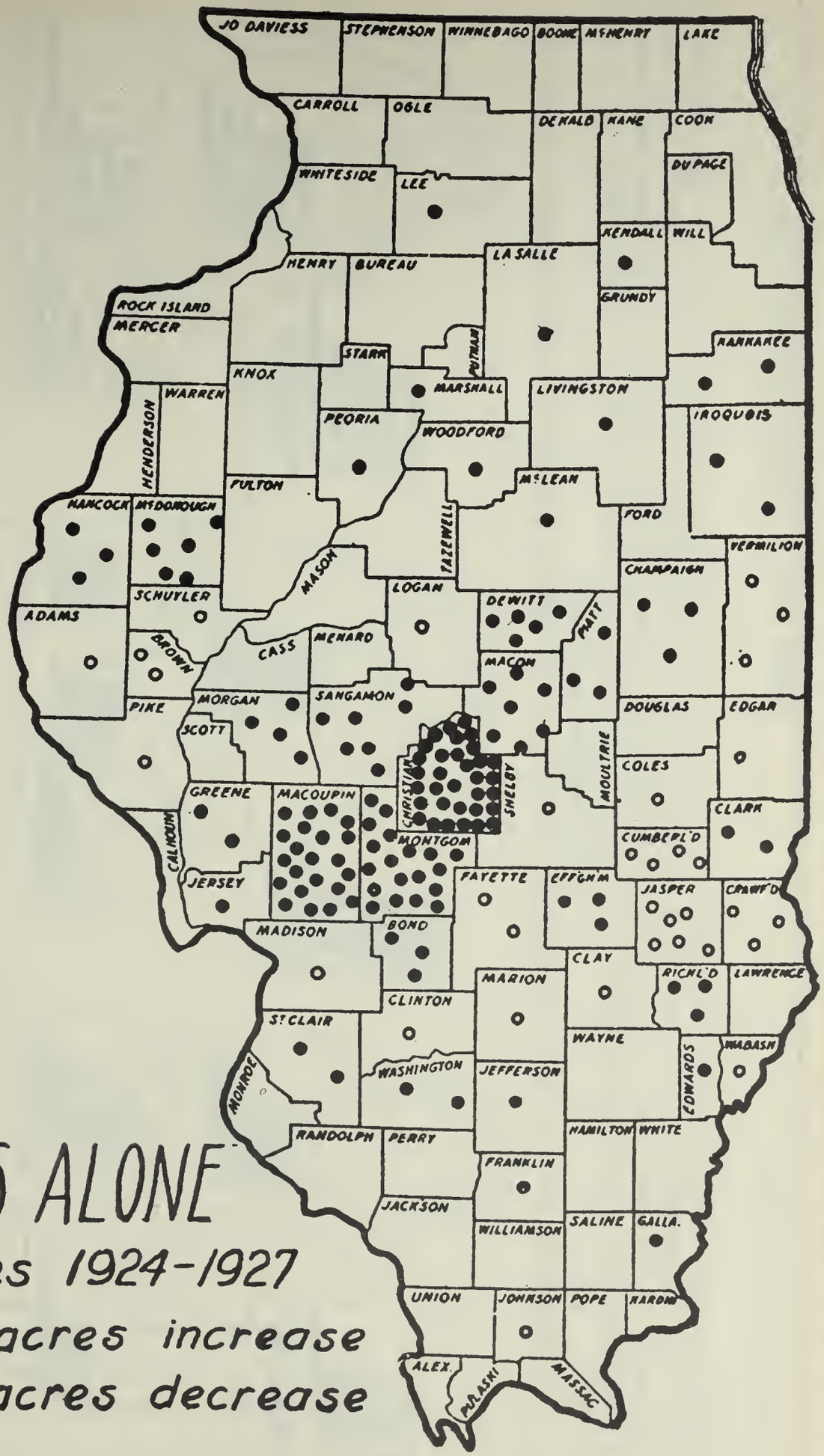
10 × 10 to the inch.



SPRING WHEAT

Changes 1924-1927

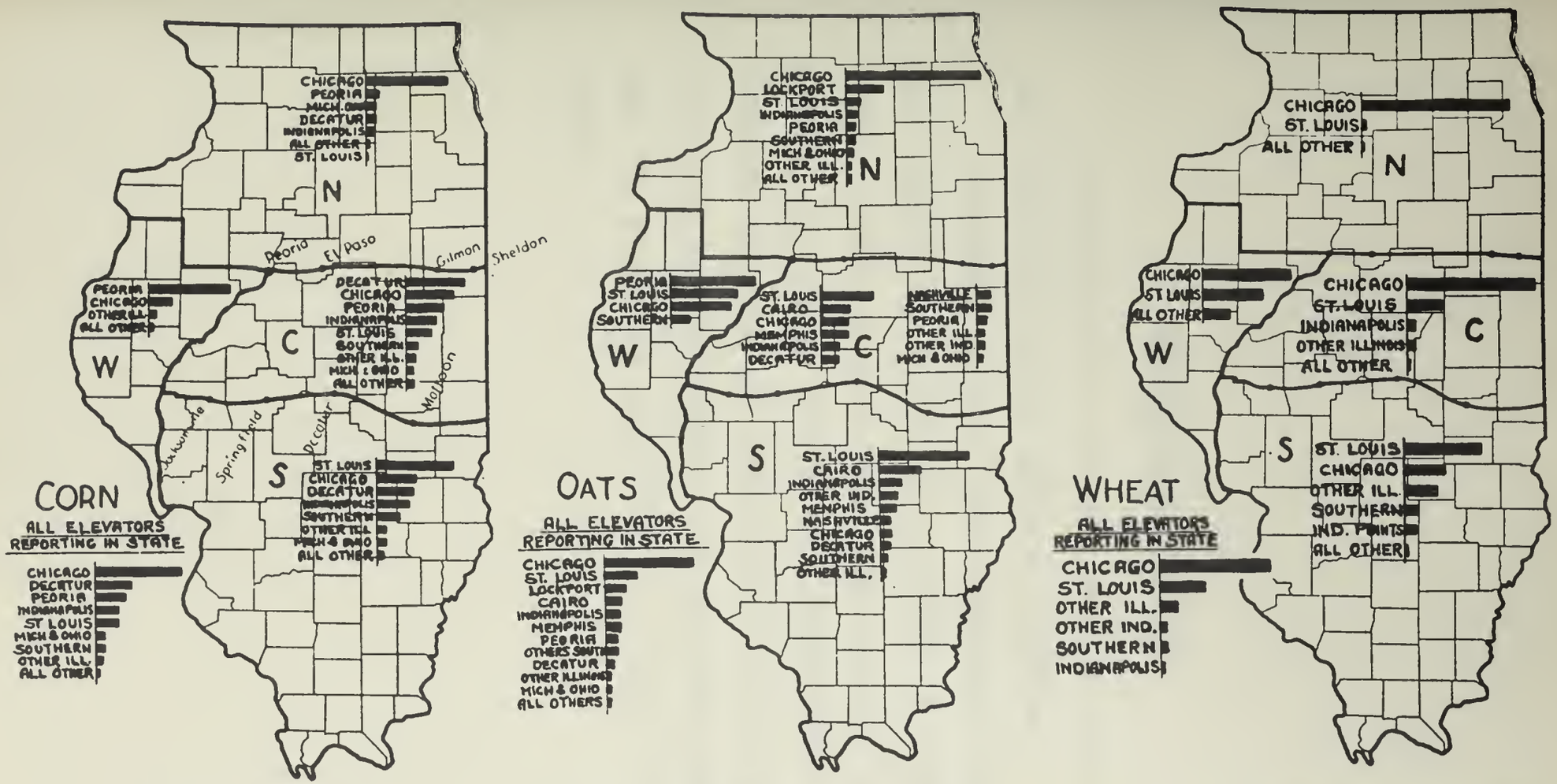
- 2500 acres increase



SOYBEANS ALONE

Changes 1924-1927

- 1000 acres increase
- 1000 acres decrease



Proportion of Corn, Oats, and Wheat Shipments to Different Destinations From Reporting Elevators, July, 1923, to June, 1926

A large number of markets were used for corn, particularly by elevators in the southern and central parts of the state. Chicago dominated in shipments from the northern, and Peoria from the western district. Shipments of oats were distributed more widely than corn, an important outlet being toward the south. Markets for wheat were more restricted, Chicago being the principal market for hard and St. Louis for soft wheat, with a considerable movement of the latter direct to mills in Illinois and to the south.

MAPS BY ILL. AGRIC. EXP. STATION

DESTINATION OF GRAIN

THE ELEMENTS OF DATA FOR COORDINATING HIGHWAYS, ETC. WITH AGRICULTURE, BY STATE PLANNING.

A TENDENCY WHICH IS BEING ENCOURAGED BY AGRICULTURAL ECONOMISTS, NAMELY THE SHIPMENT OF FARM PRODUCTS DIRECTLY FROM ORIGINAL RAIL LOADING POINT TO ULTIMATE MARKET, INSTEAD OF THROUGH AN INTERMEDIATE MARKET, MAY INCREASE THE SIZE AND IMPORTANCE OF LOCAL ELEVATOR AND STOCK-LOADING CENTERS, AND HAVE THE CONVERSE EFFECT UPON THE MIDDLEMAN MARKET CITIES, SUCH AS CHICAGO AND PEORIA.

LIVE STOCK

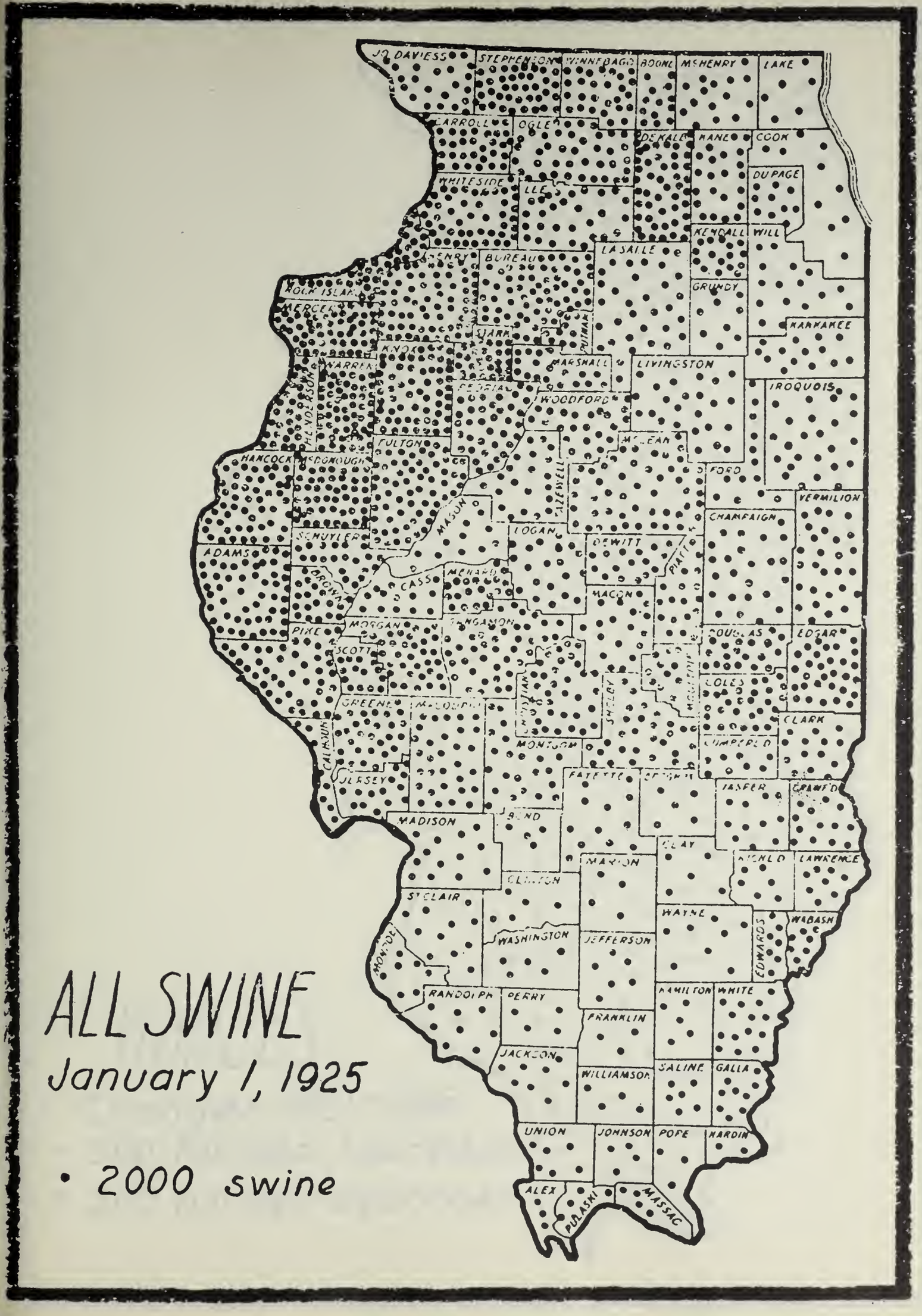
THE BEST SWINE-PRODUCING AREAS ARE WELL ESTABLISHED IN RELATION TO FEED, TRANSPORT AND MARKET.

DECLINE IN USE OF HORSES IS GENERAL THROUGHOUT THE STATE. NOT ONLY MECHANIZATION OF FARMING IS IMPORTANT BUT ALSO TREMENDOUS REDUCTION IN MARKET FOR AND PRODUCTION OF HORSE-FEED CROPS.

ILLINOIS GENERALLY TENDS TO BECOME LESS IMPORTANT AS A CATTLE-RAISING STATE.

DAIRYING AND MILK PRODUCTION INCREASE AROUND THE CENTERS OF POPULATION IN THE COUNTIES MOST SUITABLE. THIS HAS BECOME AN ENORMOUS AND GROWING AGRICULTURAL INDUSTRY, WITH SIGNIFICANCE IN SUCH MATTERS AS HIGHWAY PLANNING, ELECTRIC POWER DISTRIBUTION,AND PASTURAGE REQUIREMENTS IN COMPETITION WITH OTHER POSSIBLE USES OF LAND, - FOR FIELD CROPS, FOR RECREATION, OR FOR FORESTRY.

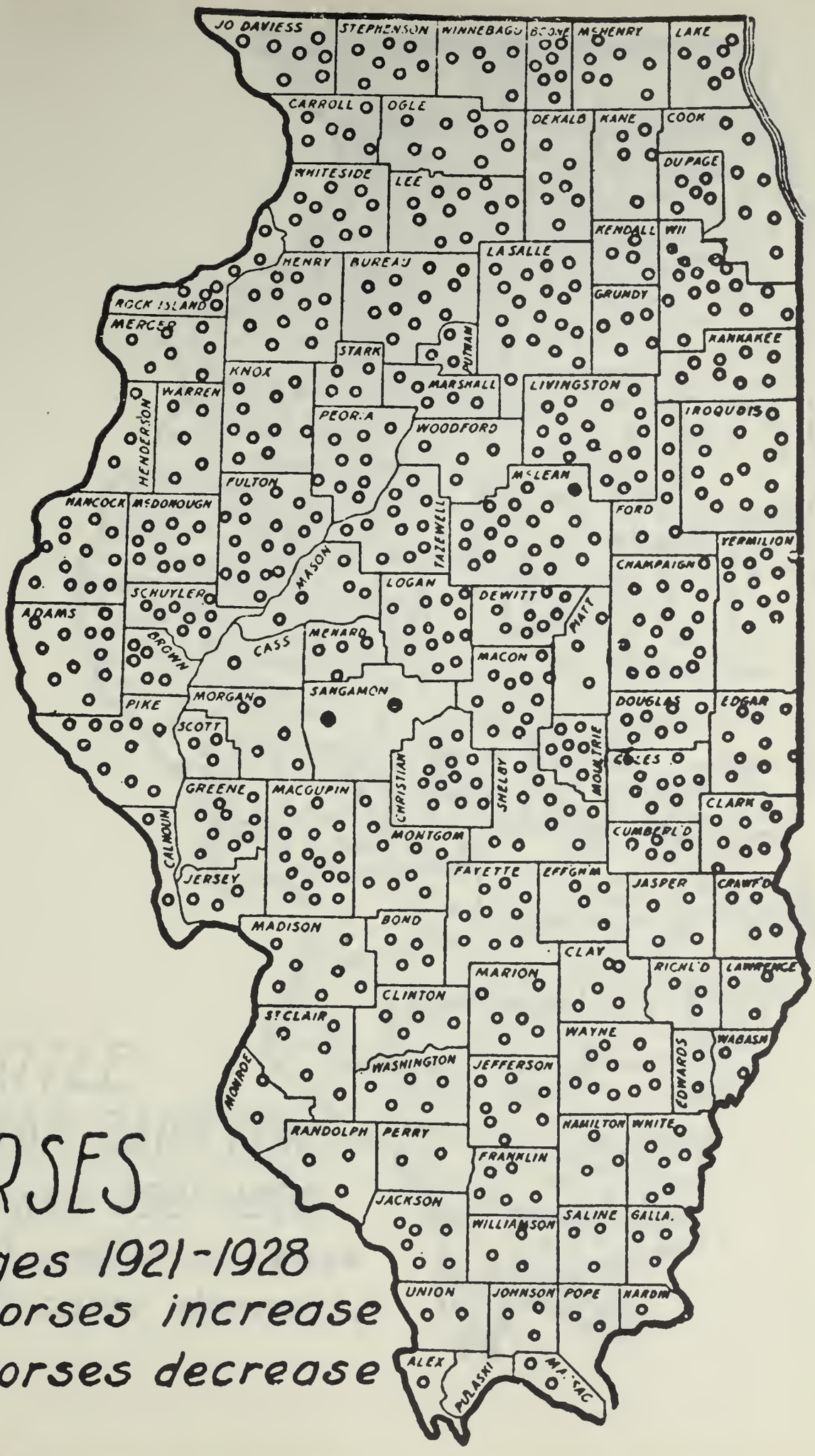
THE INDIVIDUAL STUDY OF LIVE STOCK MAY GIVE A USEFUL IDEA OF ITS SITUATION WITHIN ITSELF. THAT KNOWLEDGE TO BE IN CORRECT PERSPECTIVE MUST BE RELATED TO THE TRENDS IN OTHER TYPES OF FARMING WHICH ARE DISTRIBUTED THROUGHOUT THE LIVE STOCK AREAS. STATE PLANNING HERE SEEN AS THE CLEARING HOUSE OF THESE DIFFERENT STUDIES.



ALL SWINE

January 1, 1925

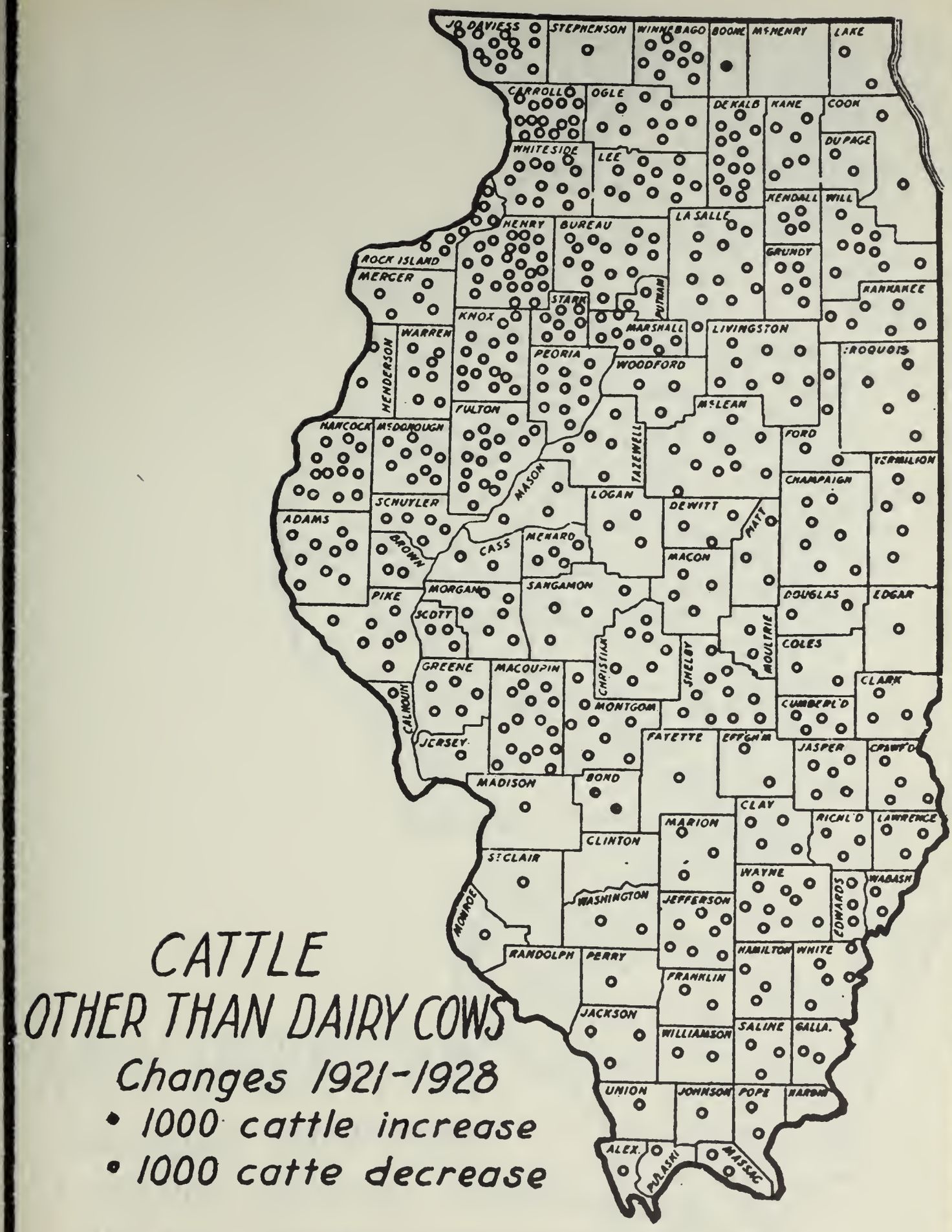
• 2000 swine



HORSES

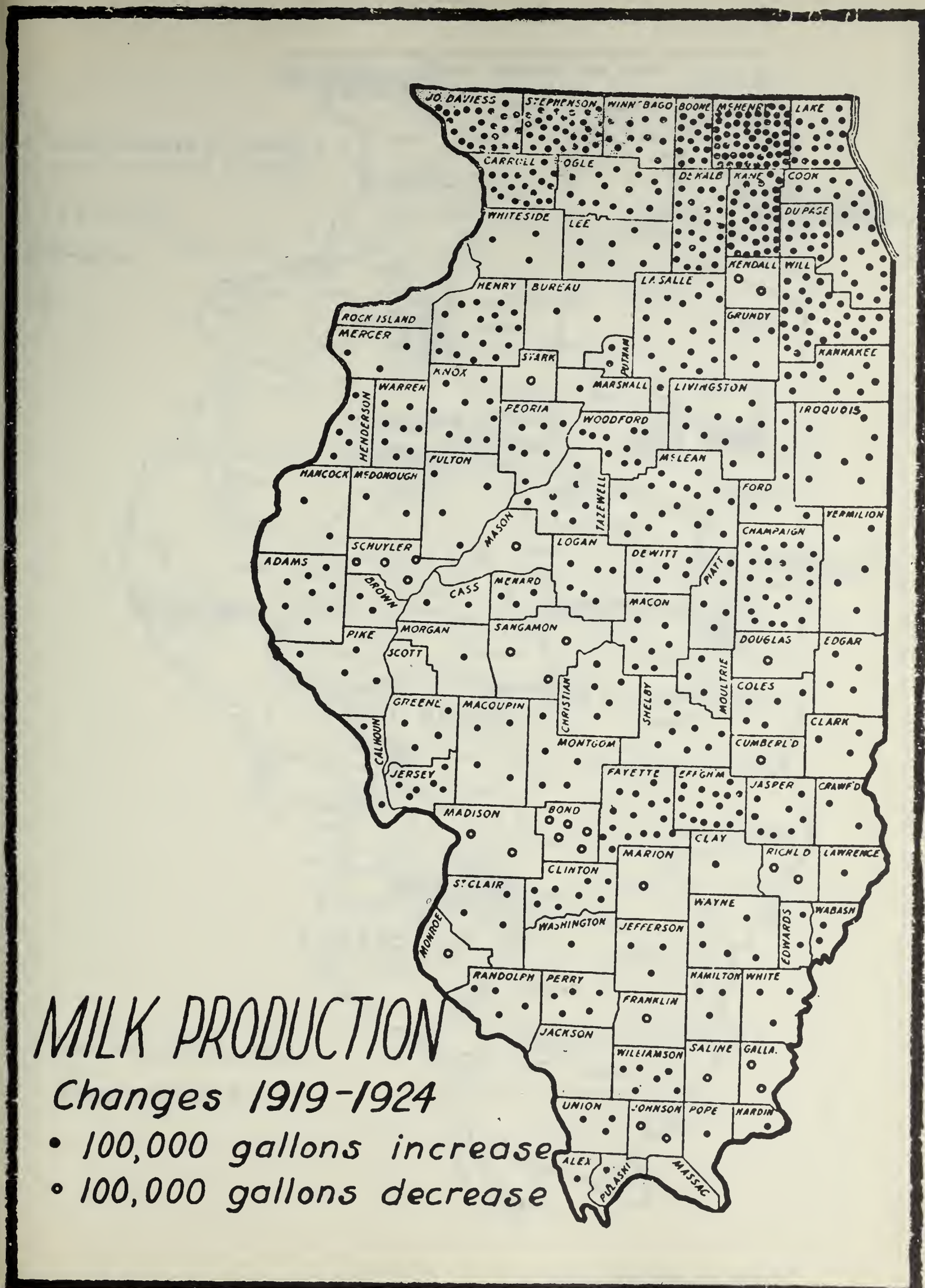
Changes 1921-1928

- 500 horses increase
- 500 horses decrease



CATTLE
OTHER THAN DAIRY COWS
Changes 1921-1928

- 1000 cattle increase
- 1000 catte decrease



MILK PRODUCTION

Changes 1919-1924

- 100,000 gallons increase
- 100,000 gallons decrease

THE
ILLINOIS CHAMBER of COMMERCE
COMMITTEE on STATE PLANNING
MAP of
ILLINOIS
SCALE
0 5 10 20 30 MILES
OCTOBER 1930
N
W E
S
JO DAVIESS
CORN STALKS
(WALL BOARD)
STEPHENSON
WINNEBAGO
BOONE
McHENRY
LAKE
LAKE MICHIGAN
Waukegan
Freeport
Rockford
Belvidere
Highland Park
CARROLL
OGLE
DE KALB
KANE
COOK
Elgin
Evanston
DeKalb
DU PAGE
Chicago
La Grange
SOY BEAN
CORN PRODUCTS
WHITESIDE
Dixon
LEE
Sterling
Aurora
KENDALL
WILL
Harvey
Joliet
Chicago Heights
Rock Island
Moline
BUREAU
LA SALLE
GRUNDY
Morris
ROCK ISLAND
HENRY
MERCER
La Salle
Ottawa
Spring Valley
Kewanee
PUTNAM
KANKAKEE
Kankakee
Streator
KNOX
STARK
MARSHALL
LIVINGSTON
WARREN
Galesburg
Monmouth
PEORIA
IROQUOIS
HENDERSON
WOODFORD
Pontiac
OATS
STRAW
WALL BOARD
CORN COBS
ACETIC ACID
Peoria
McLEAN
FULTON
SOY BEAN
HANCOCK
McDONOUGH
Pekin
Canton
STRAW
WALL BOARD
CORN PRODUCTS
FORD
Macomb
TAZEWELL
Bloomington
SOY BEAN
Hoopeston
VERMILION
MASON
CHAMPAIGN
CORN
SCHUYLER
LOGAN
DE WITT
ADAMS
ILLINOIS
Lincoln
Clinton
Danville
SANGAMON
MENARD
Champaign
Urbana
CORN STALKS
(PULP, RAYON)
BROWN
Beardstown
PIATT
MACON
Quincy
CASS
WHEAT
CORN PRODUCTS
STRAW
(WALL BOARD)
MORGAN
SANGAMON
Decatur
SOYBEAN
DOUGLAS
EDGAR
Springfield
Jacksonville
PIKE
SCOTT
MOULTRIE
CHRISTIAN
COLES
Paris
Taylorville
SHELBY
Charleston
Mattoon
SOY BEAN
GREENE
MACOUPIN
CLARK
SOY BEAN
Pana
CUMBERLAND
MONTGOMERY
Litchfield
FAYETTE
EFFINGHAM
JASPER
CRAWFORD
JERSEY
Jerseyville
CALHOUN
Staunton
MADISON
Alton
BOND
CLAY
RICHLAND
LAWRENCE
Edwardsville
MARION
Granite City
Madison
Collinsville
CLINTON
Olney
East St. Louis
WAYNE
Centralia
WABASH
Mount Carmel
Belleville
ST. CLAIR
WASHINGTON
JEFFERSON
EDWARDS
MONROE
Mount Vernon
WHEAT
HAMILTON
WHITE
RANDOLPH
PERRY
FRANKLIN
Duquoin
JACKSON
WILLIAMSON
SALINE
GALLATIN
Herrin
Murphysboro
Marion
Carbondale
Harrisburg
UNION
JOHNSON
POPE
HARDIN
OHIO
ALEXANDER
PULASKI
MASSAC
Metropolis
Cairo
NEW INDUSTRIAL USES
OF
FARM PRODUCTS
DATA: ILL. AGRICULTURAL EXP. STATION

FARM PRODUCTS IN INDUSTRY

A COMPARATIVELY NEW AND IMPORTANT DEVELOPMENT.

MAP SHOWS AREAS PRODUCING FARM-GROWN RAW MATERIALS AND LOCATION OF PLANTS USING THEM.

COORDINATION BETWEEN THE TWO IS IMPORTANT. STATE DEPARTMENT OF AGRICULTURE AND AGRICULTURAL EXPERIMENT STATION DEALING WITH PROBLEMS.

THIS DEVELOPMENT MAY REACH LARGE PROPORTIONS AND COORDINATION WITH HIGHWAY, POWER-SUPPLY, AND INDUSTRIAL PLANNING IS DESIRABLE.

LAND DRAINAGE

UPLAND DRAINAGE IS LARGELY COMPLETED.

BOTTOMLAND DRAINAGE HAS BEEN CARRIED FAR ENOUGH, OR TOO FAR, EXCEPT FOR A FEW SPECIAL CASES, WHERE ADDITIONAL DRAINAGE MAY BE JUSTIFIABLE.

THE REMAINING UNDRAINED BOTTOMLANDS, AND SOME REVERTING DRAINED BOTTOMLANDS ARE MOST USEFUL FOR

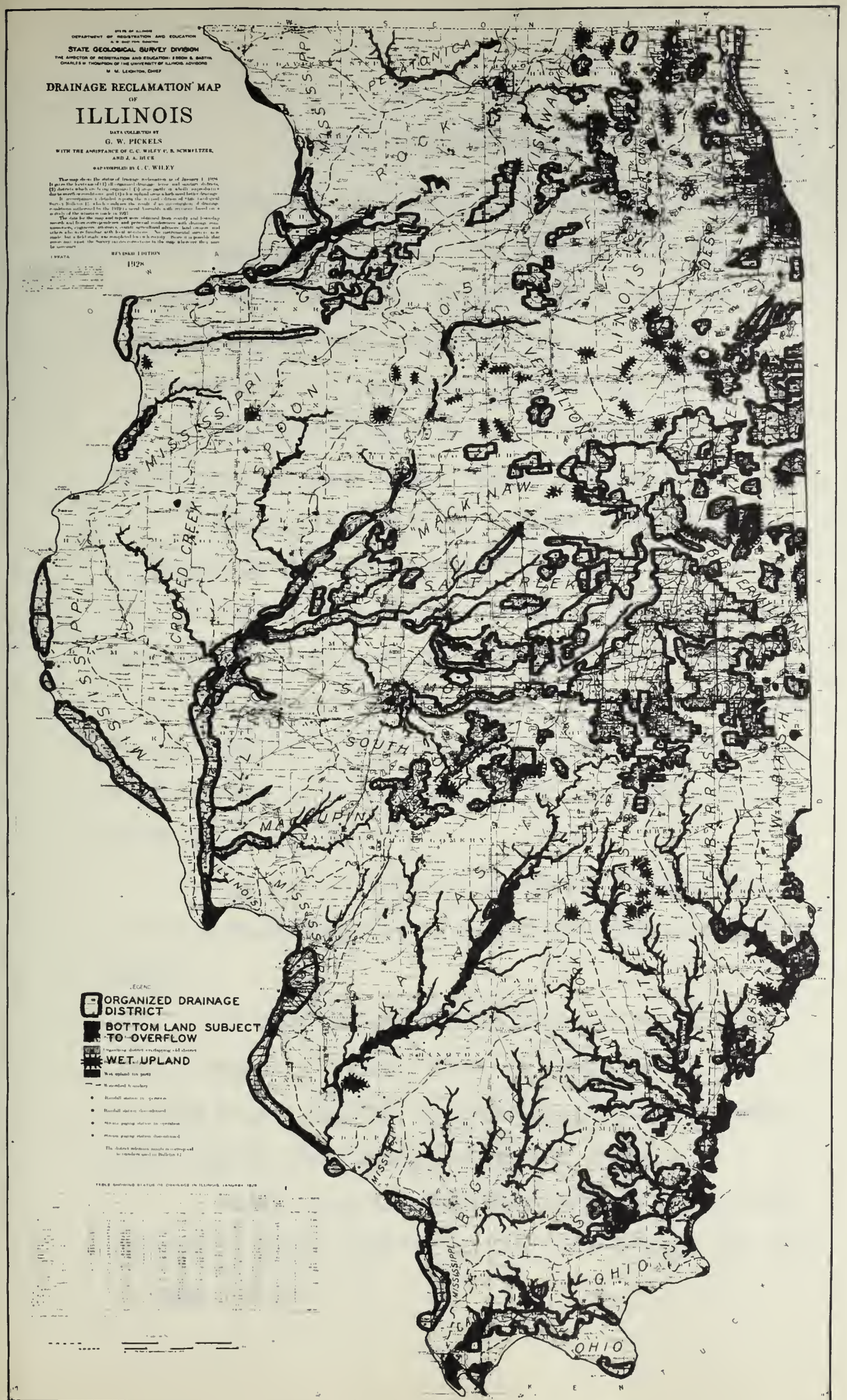
GAME PRESERVES

REFORESTATION

STREAM CONTROL

PARKS AND RESERVATIONS

THE FUNCTION OF STATE PLANNING IS APPARENT HERE, FOR LAND DRAINAGE STUDIES IN THEMSELVES HAVE NO APPARENT CONNECTION WITH THE ABOVE ITEMS, BUT THE STUDY IS IMPORTANT IN THE SELECTION OF APPROPRIATE CHEAP SITES WELL SPACED AND IN PROPORTION TO THE NEED.


STATE GEOLOGICAL SURVEY DIVISION
DRAINAGE RECLAMATION MAP
OF
ILLINOIS
DATA COLLECTED BY
G. W. PICKELS
WITH THE ASSISTANCE OF C. C. WILEY, C. B. SCHMELTZER, AND J. A. BECK
MAP COMPILED BY C. C. WILEY
REVISED EDITION
1928
LEGEND
ORGANIZED DRAINAGE DISTRICT
BOTTOM LAND SUBJECT TO OVERFLOW
WET UPLAND
MISSISSIPPI
ILLINOIS
OHIO
MACKINAW
SALT CREEK
CROOKED CREEK
SOUTH FORK
EMBARRASS
WABASH
BIG MUDDY

NO DECENTRALIZATION

BY GROUPING INDUSTRIAL WAGE EARNERS ACCORDING TO FIVE CLASSES OF TOWN-SIZE, RANGING FROM CHICAGO TO THOSE IN TOWNS UNDER 10,000 POPULATION, AND PLOTTING CURVES 1899-1925, WE FIND:

1. SIMILAR MATHEMATICAL CURVES FOR ALL GROUPS.

2. A PRACTICALLY CONSTANT PERCENTAGE OF THE STATE TOTAL IN EACH GROUP THROUGH THAT PERIOD.

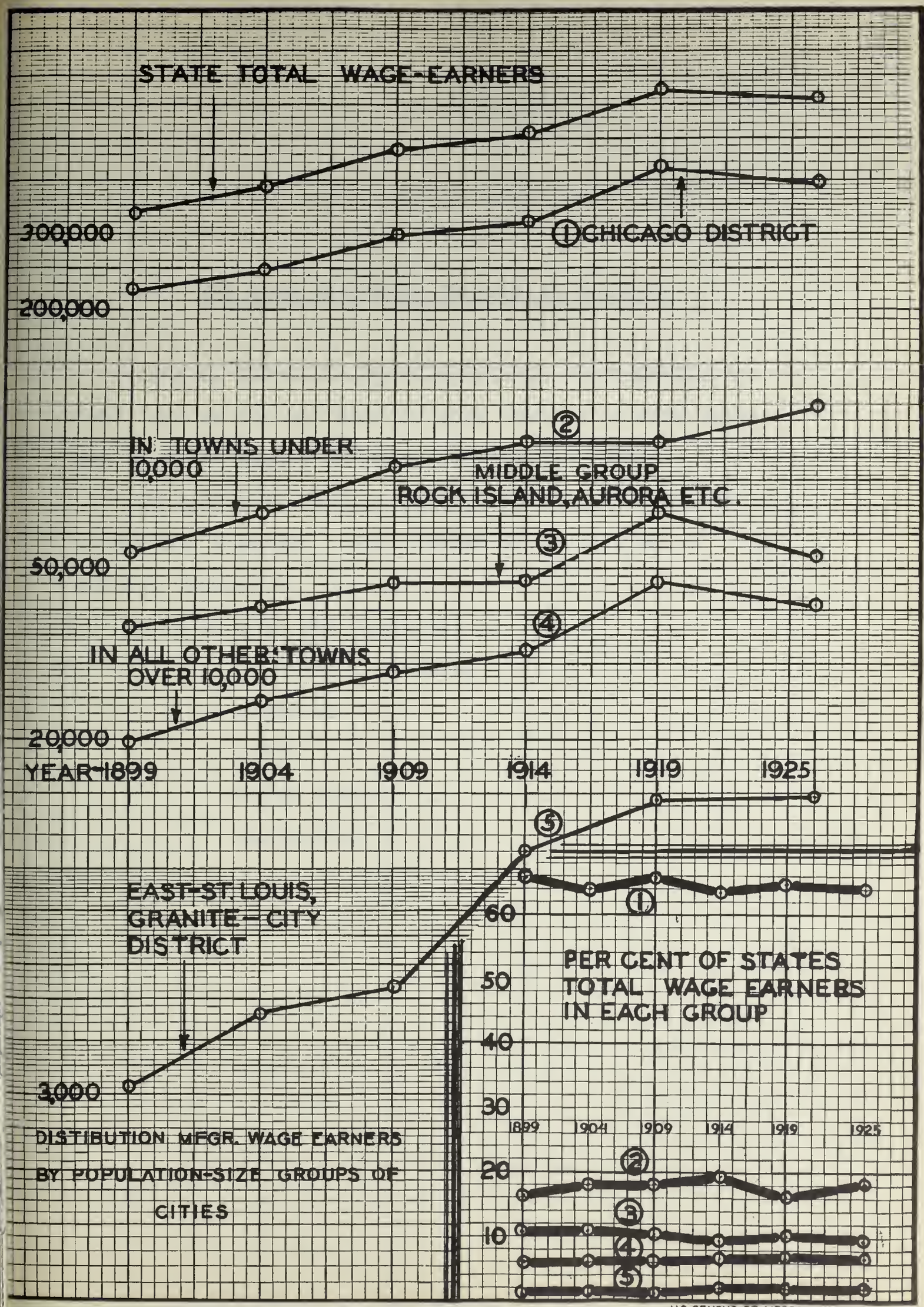
INDICATING THAT THE PATTERN OF INDUSTRIAL DISTRIBUTION WAS DETERMINED BY 1899, IN A GENERAL WAY, SO FAR AS TOWN-SIZE GROUPING IS CONCERNED, AND THAT IT HASN'T CHANGED GREATLY SINCE THAT TIME.

FROM THIS OVER-ALL STUDY WE CONCLUDE THAT NO MARKED TENDENCY TOWARD DECENTRALIZATION IS EVIDENT, THE PROPORTIONATE DISTRIBUTION IN EACH TOWN-SIZE GROUP NOT CHANGING.

THE CURVES SHOW THE ABNORMAL STIMULATION OF WAR INDUSTRY (1919) IN ALL EXCEPT THE LITTLE-TOWN GROUP.

IT MUST BE REMEMBERED THAT AN INCREASE OF 1000 WORKERS IN LITTLE TOWNS IS MORE IMPORTANT TO THEM THAN A DEGREE OF INCREASE IN CHICAGO WHICH KEEPS THE BALANCE BETWEEN THEM THE SAME.

STATE PLANNING CANNOT DISREGARD THE SMALLER INDUSTRIAL TOWN, THOUGH THE INCREASE OF THE BIG ONES IS MUCH GREATER.



U.S. CENSUS OF MFGRS.

THE MORE IMPORTANT INDUSTRIAL COUNTIES

ONLY 20 COUNTIES (COUNTING PEORIA AND TAZEWELL AS ONE) OUT OF 102 HAD 2500 OR MORE INDUSTRIAL WAGE EARNERS BY U. S. CENSUS OF MFRS. FIGURES FOR 1927.

IN EACH CASE CERTAIN INDUSTRIAL CENTERS GIVE THE COUNTY ITS RANKING. THE RANKING IS SURPRISING IN SEVERAL INSTANCES.

HERE IS DATA FOR PLANNING:

INDUSTRIAL MOVEMENT

HIGHWAYS

POWER

WATER SUPPLY

RECREATION

THE
ILLINOIS CHAMBER of COMMERCE
COMMITTEE on STATE PLANNING
MAP of
ILLINOIS
SCALE
0 5 10 20 30 MILES
OCTOBER 1930
N
W E
S
JO DAVIESS
STEPHENSON
WINNEBAGO
BOONE
McHENRY
LAKE MICHIGAN
CARROLL
OGLE
DE KALB
KANE
DU PAGE
WHITESIDE
LEE
DeKalb
Dixon
Sterling
Rock Island
Moline
Davenport
Belvidere
Chicago
La Grange
KENDALL
WILL
Joliet
Lockport
Morris
GRUNDY
LA SALLE
BUREAU
ROCK ISLAND
MERCER
HENRY
KNOX
Kewanee
Galesburg
Spring Valley
Ottawa
PUTNAM
Streator
KANKAKEE
Kankakee
LIVINGSTON
IROQUOIS
STARK
MARSHALL
WARREN
Monmouth
PEORIA
WOODFORD
Pontiac
HENDERSON
FULTON
McLEAN
HANCOCK
McDONOUGH
Canton
Macomb
TAZEWELL
Bloomington
FORD
Hoopeston
VERMILION
MASON
CHAMPAIGN
Champaign
Urbana
SCHUYLER
LOGAN
DE WITT
Lincoln
Clinton
ADAMS
BROWN
Beardstown
MENARD
PIATT
CASS
MACON
Decatur
MORGAN
Springfield
Jacksonville
DOUGLAS
EDGAR
PIKE
SCOTT
MOULTRIE
CHRISTIAN
COLES
Paris
Charleston
Mattoon
Taylorville
SHELBY
GREENE
MACOUPIN
Pana
CLARK
CUMBERLAND
MONTGOMERY
Litchfield
FAYETTE
EFFINGHAM
JASPER
CRAWFORD
JERSEY
Jerseyville
Staunton
MADISON
Alton
Edwardsville
Granite City
Madison
Collinsville
BOND
CLAY
RICHLAND
LAWRENCE
Olney
MARION
CLINTON
East St. Louis
Belleville
Centralia
WAYNE
WABASH
Mount Carmel
SAINT CLAIR
WASHINGTON
JEFFERSON
MONROE
Mount Vernon
HAMILTON
WHITE
RANDOLPH
PERRY
FRANKLIN
Duquoin
JACKSON
WILLIAMSON
Herrin
SALINE
GALLATIN
Murphysboro
Carbondale
Marion
Harrisburg
UNION
JOHNSON
POPE
HARDIN
PULASKI
MASSAC
Metropolis
Cairo
ALEXANDER
MISSISSIPPI
CALHOUN
ILLINOIS
JANGAMON
ROCK
SPOON
KASKASKIA
MO. RIVER
OHIO
WABASH
EDWARDS
LITTLE
13247
3548
3044
11364
2844
4508
5014
8008
18421
17742
2347
1716
3810
572
1716
11616
3935
4531
THE
MORE IMPORTANT MFG. COUNTIES
AND NUMBER OF MFG. WAGE-
EARNERS IN EACH COUNTY
(21) WHERE COUNTY RANKS IN
NUMBER OF WAGE EARNERS
ENGAGED IN MANUFACTURING
IMPORTANT MANUFACTURING TOWNS
DATA: U.S. CENSUS OF MFRS. 1927

THE MAJOR MANUFACTURING INDUSTRIES

THESE CHARTS SHOW TRENDS OF LOCALIZATION BY MAIN DIVISIONS OF THE STATE, CARRIED FORWARD TO 1950 ON THE BASIS OF GROWTH 1900 to 1930.

THE CHARTS ARE BASED ON NUMBER OF MALE WORKERS BETWEEN THE AGES OF 20 AND 59, - THE MOST ACCURATE INDEX FOR PLANNING AND POPULATION-FORECASTING PURPOSES.

NEARLY ALL SHOW WORLD WAR EFFECTS.

GROWTH OF THE INDUSTRY OUTSIDE THE CHICAGO-CALUMET REGION, EVEN THOUGH ONLY A SMALL PART OF THE STATE'S TOTAL, IS PROPORTIONATELY MORE IMPORTANT TO THE SMALLER TOWNS AND CITIES.

THE CHARTS SHOW ONLY THE "POPULATION BUILDING INDUSTRIES". THE "SERVICE INDUSTRIES" (BUILDING, TRANSPORTATION, TRADE, ETC.) EMPLOY MORE MALE WORKERS THAN THE FORMER. THEY CONSTITUTE AN INCREASING PROPORTION OF THE TOTAL WORKING POPULATION. THE INCREASE IN THE "OVERBURDEN" OF NONPRODUCTIVE WORKERS IS GREATEST IN CHICAGO, PERCEPTIBLE IN THE SMALLER CITIES, AND PROBABLY NON-EXISTANT IN THE LITTLE CITIES AND TOWNS.

THE STUDIES ONLY INTRODUCE THE STATE PLANNING PROBLEMS:

1. IS THE LOCALIZATION TENDENCY IN EACH CASE SOUND ECONOMICALLY AND SOCIALLY?

2. HOW MAY FUTURE DEVELOPMENT BE INFLUENCED BY STATE PLANNING?

3. HOW SHOULD THE CONSIDERATIONS DERIVED FROM SUCH STUDIES AFFECT THE PLANNING OF LAND UTILIZATION, WATER SUPPLY, POWER DEVELOPMENT, WATERWAY TERMINALS, TOWN AND CITY GROWTH, ETC., ETC.

THE INVESTIGATION MUST BE CARRIED ON IN MUCH GREATER DETAIL TO DETERMINE POLICIES AND SIGNIFICANCE FOR STATE PLANNING.

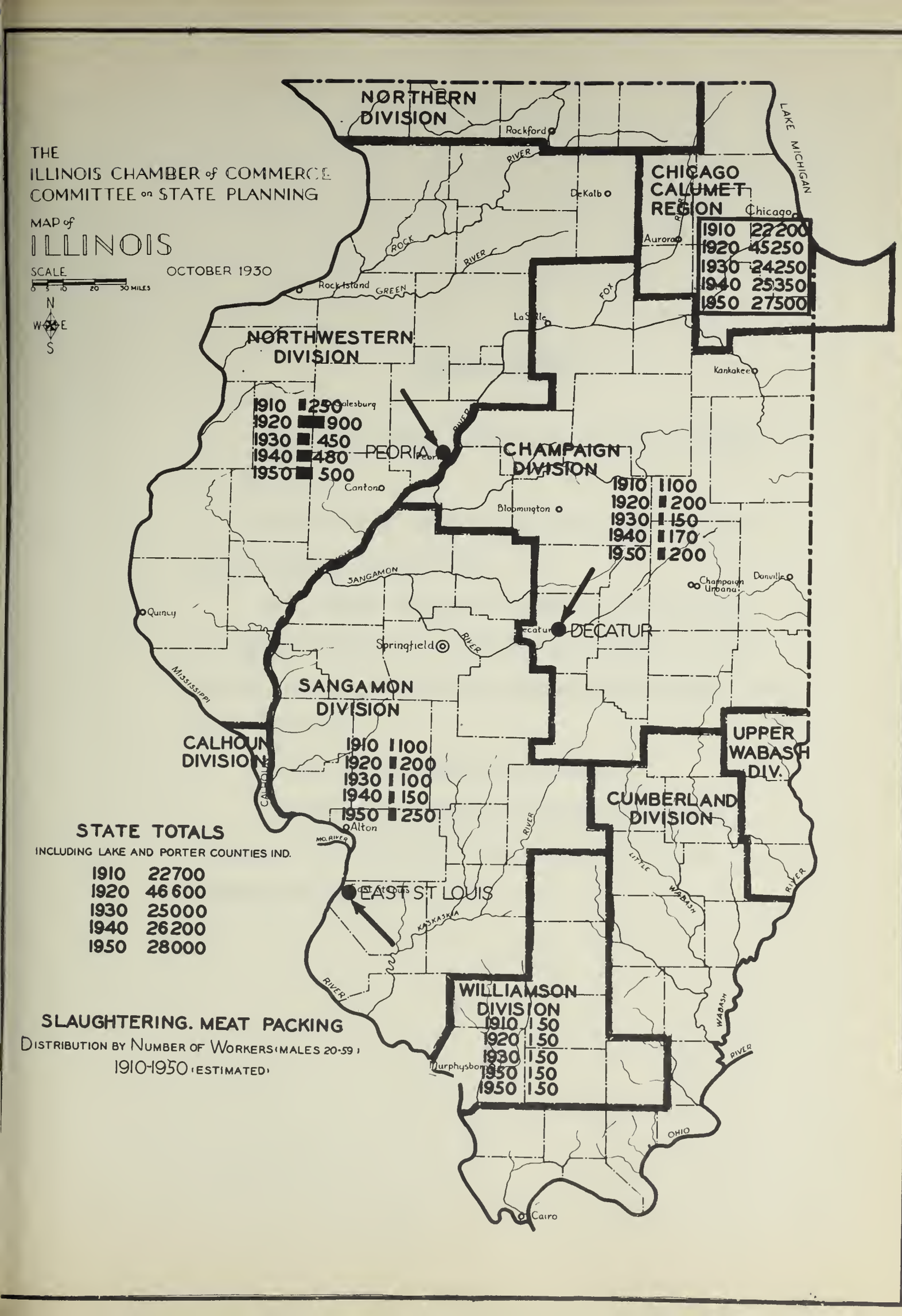
SLAUGHTERING AND MEAT PACKING

THE STATE'S BIGGEST MANUFACTURING INDUSTRY IN POINT OF VALUE OF PRODUCT. NOW 97% LOCALIZED IN CHICAGO-CALUMET REGION.

NATURAL TREND INDICATES NO GREAT CHANGE IN DISTRIBUTION OF INDUSTRY, AND NO VERY GREAT TOTAL INCREASE.

FROM CONSIDERATION OF SOURCE OF RAW MATERIALS, POWER TRANSPORT TO OTHER THAN IMMEDIATE CHICAGO MARKET, WATER SUPPLY, AND SOME MANUFACTURING COSTS, THE INDUSTRY MIGHT VERY WELL BUILD UP TO LARGER PROPORTIONS IN OTHER DIVISIONS: NORTHWESTERN (ROCK ISLAND, PEORIA, ETC.), CHAMPAIGN (DECATUR, BLOOMINGTON, ETC.), AND SANGAMON (EAST ST. LOUIS, ALTON, SPRINGFIELD, ETC.).

ECONOMY OF VERY LARGE PLANTS IN CHICAGO AND ESTABLISHED SYSTEM WORK FOR CONTINUANCE OF PRESENT CENTRALIZATION.


THE
ILLINOIS CHAMBER of COMMERCE
COMMITTEE on STATE PLANNING
MAP of
ILLINOIS
SCALE
0 5 10 20 30 MILES
OCTOBER 1930
N
W E
S
NORTHERN DIVISION
Rockford
ROCK RIVER
DeKalb
CHICAGO CALUMET REGION
Chicago
Aurora
1910 22200
1920 45250
1930 24250
1940 25350
1950 27500
LAKE MICHIGAN
ROCK RIVER
Rock Island
GREEN
FOX
LaSalle
NORTHWESTERN DIVISION
Kankakee
1910 250
1920 900
1930 450
1940 480
1950 500
Galesburg
PEORIA
Peoria
RIVER
CHAMPAIGN DIVISION
Canton
1910 1100
1920 200
1930 150
1940 170
1950 200
Bloomington
SANGAMON
Champaign Urbana
Danville
Quincy
Decatur
DECATUR
Springfield
RIVER
MISSISSIPPI
SANGAMON DIVISION
CALHOUN DIVISION
1910 1100
1920 200
1930 100
1940 150
1950 250
Alton
UPPER WABASH DIV.
CUMBERLAND DIVISION
MO. RIVER
RIVER
LITTLE WABASH
RIVER
EAST ST LOUIS
KASKASKIA
RIVER
WILLIAMSON DIVISION
1910 150
1920 150
1930 150
1950 150
1950 150
Murphysboro
WABASH
RIVER
OHIO
Cairo
STATE TOTALS
INCLUDING LAKE AND PORTER COUNTIES IND.
1910 22700
1920 46600
1930 25000
1940 26200
1950 28000
SLAUGHTERING. MEAT PACKING
DISTRIBUTION BY NUMBER OF WORKERS (MALES 20-59)
1910-1950 (ESTIMATED)

IRON AND STEEL

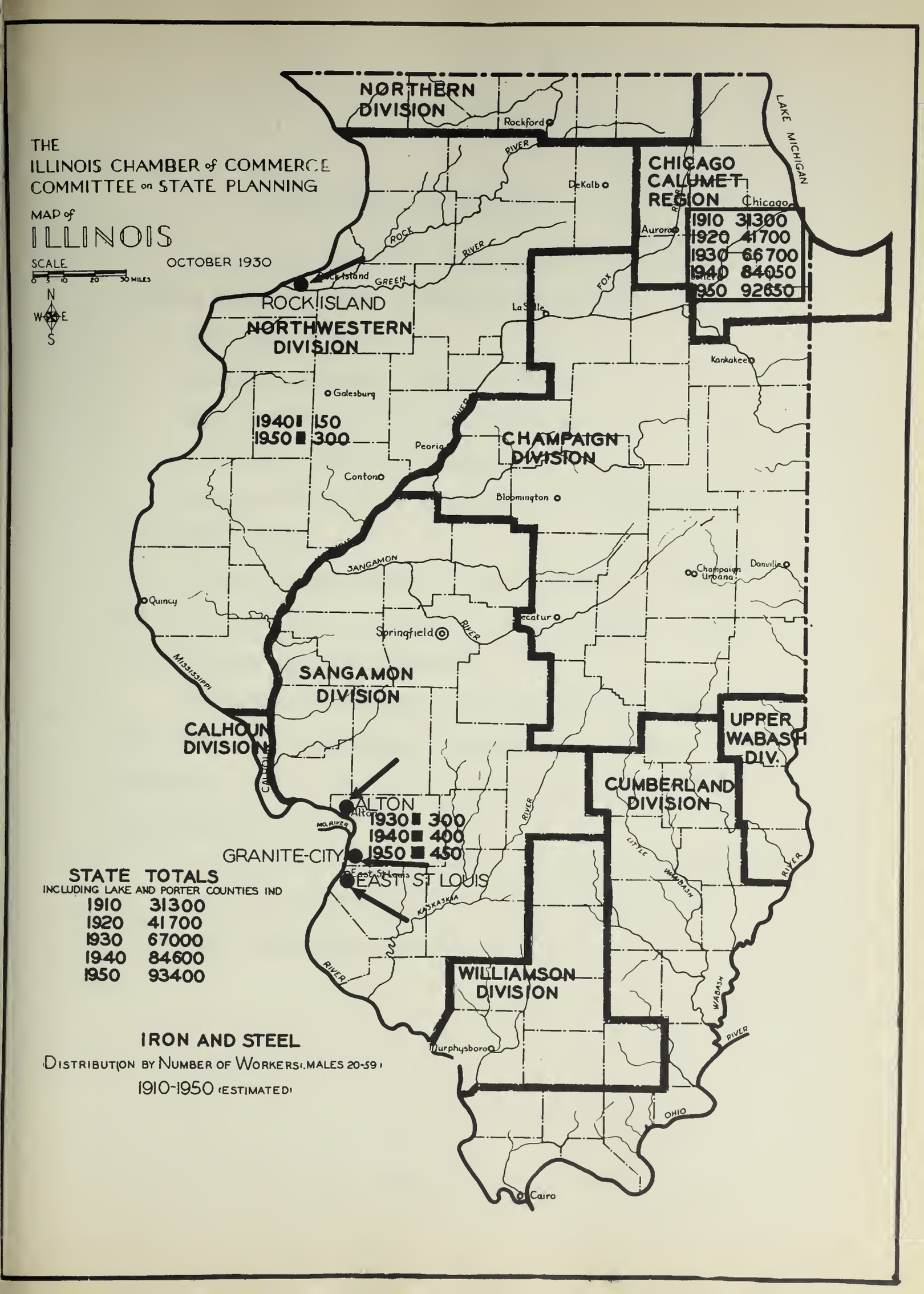
THE GREAT DEVELOPMENT OF THE 20TH CENTURY IN ILLINOIS.

DUE FOR 50% INCREASE BY 1950 AND PERHAPS MUCH GREATER BEYOND THAT.

NOW ALMOST TOTALLY LOCALIZED IN CHICAGO-CALUMET REGION AT CONFLUENCE OF STREAMS OF ORE, STONE, COAL, AND MARKET DEMAND FOR PRODUCTS AND BY-PRODUCTS.

LOCALIZATION CANNOT BE CHANGED.

PROBLEM IS PLANNING IN CHICAGO-CALUMET REGION FOR SUFFICIENT LAND AREA, SUPPLY OF MATERIALS, HOUSING, ETC.



STATE TOTALS

INCLUDING LAKE AND PORTER COUNTIES IND

1910	31300
1920	41700
1930	67000
1940	84600
1950	93400

IRON AND STEEL

DISTRIBUTION BY NUMBER OF WORKERS (MALES 20-59)

1910-1950 (ESTIMATED)

AGRICULTURAL IMPLEMENTS

ONE OF THE EARLIEST AND ONE OF THE GREATEST SINGLE MANUFACTURING INDUSTRIES IN ILLINOIS.

NOW DISTRIBUTED:

CHICAGO CALUMET, 6100 MALE WORKERS

NORTHWESTERN, 4000 MALE WORKERS

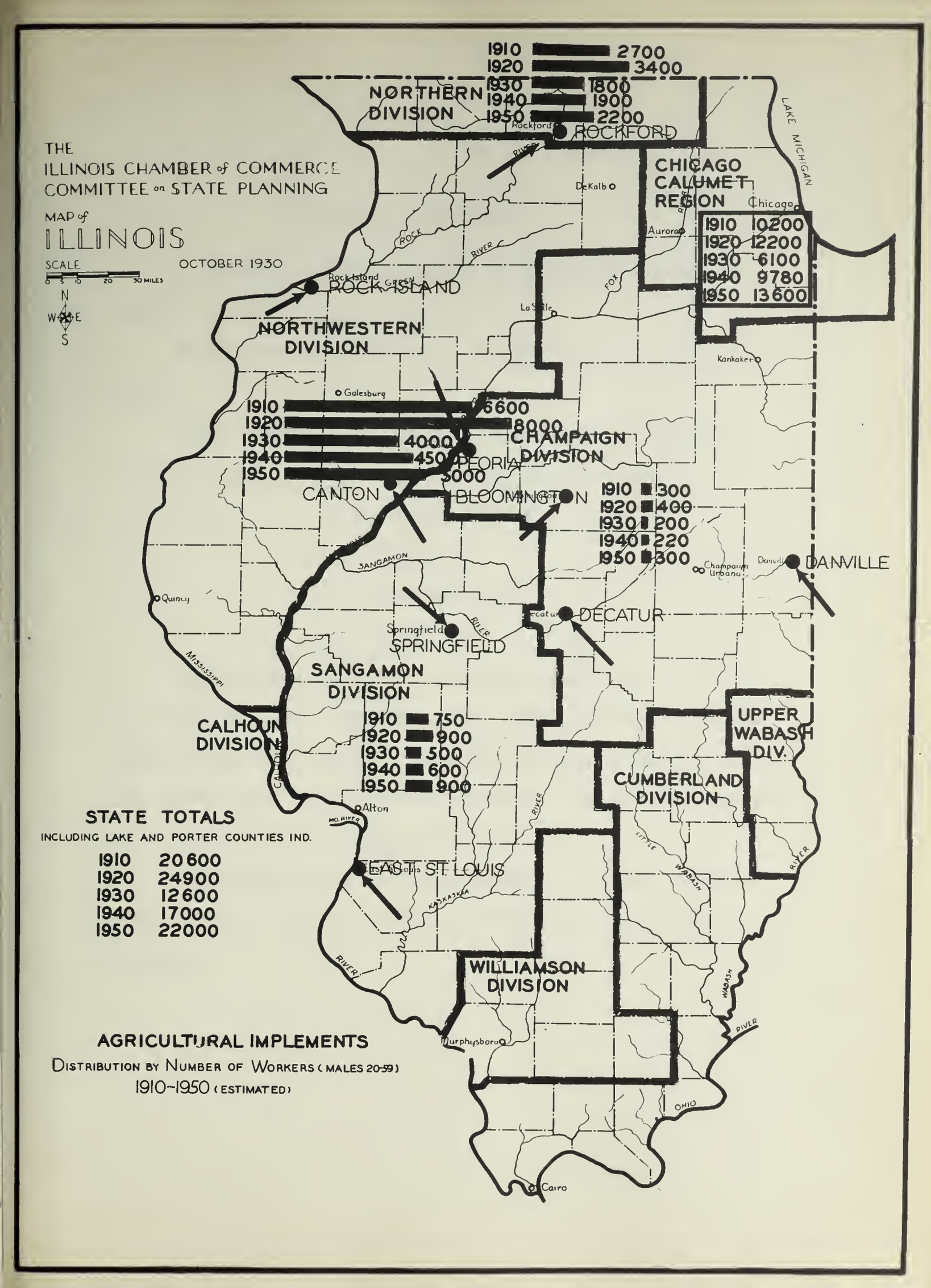
NORTHERN, 1800 MALE WORKERS

OTHER SCATTERED, - SANGAMON AND CHAMPAIGN OF SOME IMPORTANCE.

TREND INDICATES TOTAL STATE INCREASE OF 75% BY 1950, GREATEST (120%) IN CHICAGO-CALUMET, 20-25% IN NORTHERN AND NORTHWESTERN.

DECENTRALIZATION FROM CHICAGO MAY BE FAVORED BY DOWNSTATE IMPROVEMENT IN POWER COST, WATER SUPPLIES, RAIL RATES, AND LABOR SUPPLY, WITH CHEAPER AND BETTER LAND AND LIVING.

IF SUCH DECENTRALIZATION IS FOUND TO BE PRACTICAL, A STATE PLAN SHOULD SUGGEST THE BEST LOCATION FOR THE PROSPECTIVE DEVELOPMENT.


THE
ILLINOIS CHAMBER of COMMERCE
COMMITTEE on STATE PLANNING
MAP of
ILLINOIS
SCALE
0 5 10 20 50 MILES
OCTOBER 1930
N
W E
S
1910 2700
1920 3400
1930 1800
1940 1900
1950 2200
NORTHERN DIVISION
Rockford
ROCKFORD
LAKE MICHIGAN
CHICAGO CALUMET REGION
Chicago
1910 10200
1920 12200
1930 6100
1940 9780
1950 13600
DeKalb
Aurora
ROCK RIVER
Rock Island
ROCK ISLAND
FOX
La Salle
NORTHWESTERN DIVISION
Kankakee
Galesburg
1910 6600
1920 8000
1930 4000
1940 4500
1950 5000
CHAMPAIGN DIVISION
PEORIA
CANTON
BLOOMINGTON
1910 300
1920 400
1930 200
1940 220
1950 300
SANGAMON
Champaign Urbana
Danville
DANVILLE
Quincy
Decatur
DECATUR
Springfield
SPRINGFIELD
RIVER
MISSISSIPPI
SANGAMON DIVISION
1910 750
1920 900
1930 500
1940 600
1950 900
CALHOUN DIVISION
UPPER WABASH DIV.
CUMBERLAND DIVISION
Alton
MO. RIVER
LITTLE WABASH RIVER
EAST ST. LOUIS
KASKASKIA RIVER
WILLIAMSON DIVISION
WABASH RIVER
Murphysboro
OHIO
Cairo
STATE TOTALS
INCLUDING LAKE AND PORTER COUNTIES IND.
1910 20600
1920 24900
1930 12600
1940 17000
1950 22000
AGRICULTURAL IMPLEMENTS
DISTRIBUTION BY NUMBER OF WORKERS (MALES 20-59)
1910-1950 (ESTIMATED)

ELECTRICAL MACHINERY

AN ENORMOUS MANUFACTURING DEVELOPMENT DURING THE PAST 20 YEARS.

AT PRESENT 92% LOCALIZED IN THE CHICAGO-CALUMET REGION.

TREND SEEMS TO INDICATE A 70% INCREASE BY 1950 FOR THE STATE, AND A LOCALIZATION AT THAT TIME:

92% CHICAGO-CALUMET

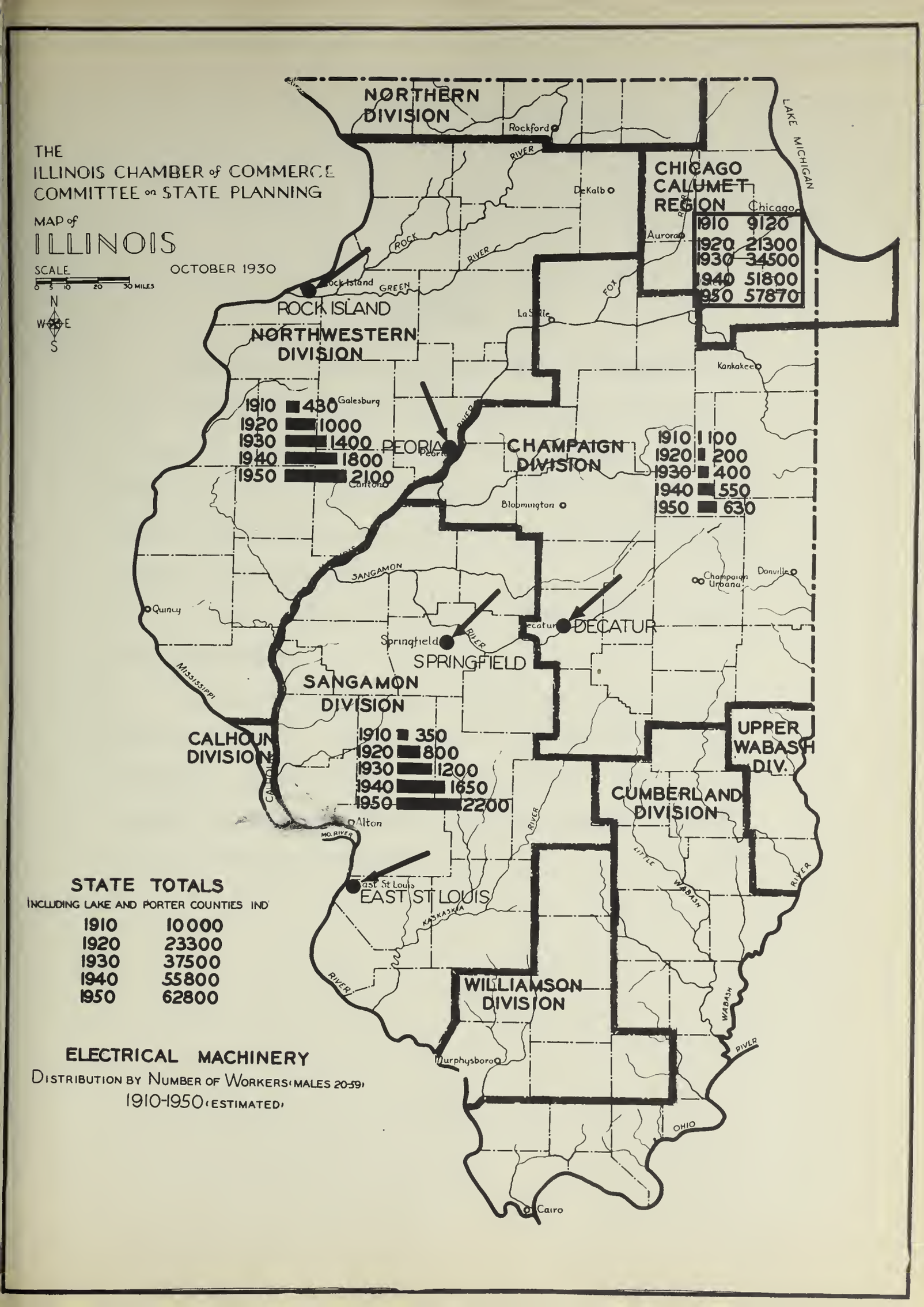
3.5% SANGAMON

3.3% NORTHWESTERN

1.0% CHAMPAIGN

TAKING ADVANTAGE OF DECREASING POWER COST, IMPROVED HIGHWAYS, LOCAL MARKETS, AND INCREASED LABOR SUPPLY, WITH BETTER AND CHEAPER LAND AND LIVING, NUMEROUS SMALL AND SOME LARGE PLANTS MAY BE EXPECTED TO LOCATE THROUGH THE CENTRAL AND NORTHERN DIVISIONS.

THE FUNCTION OF STATE PLANNING IS TO HELP DETERMINE AND HELP DIRECT LOGICAL DISTRIBUTION AND DEVELOPMENT.

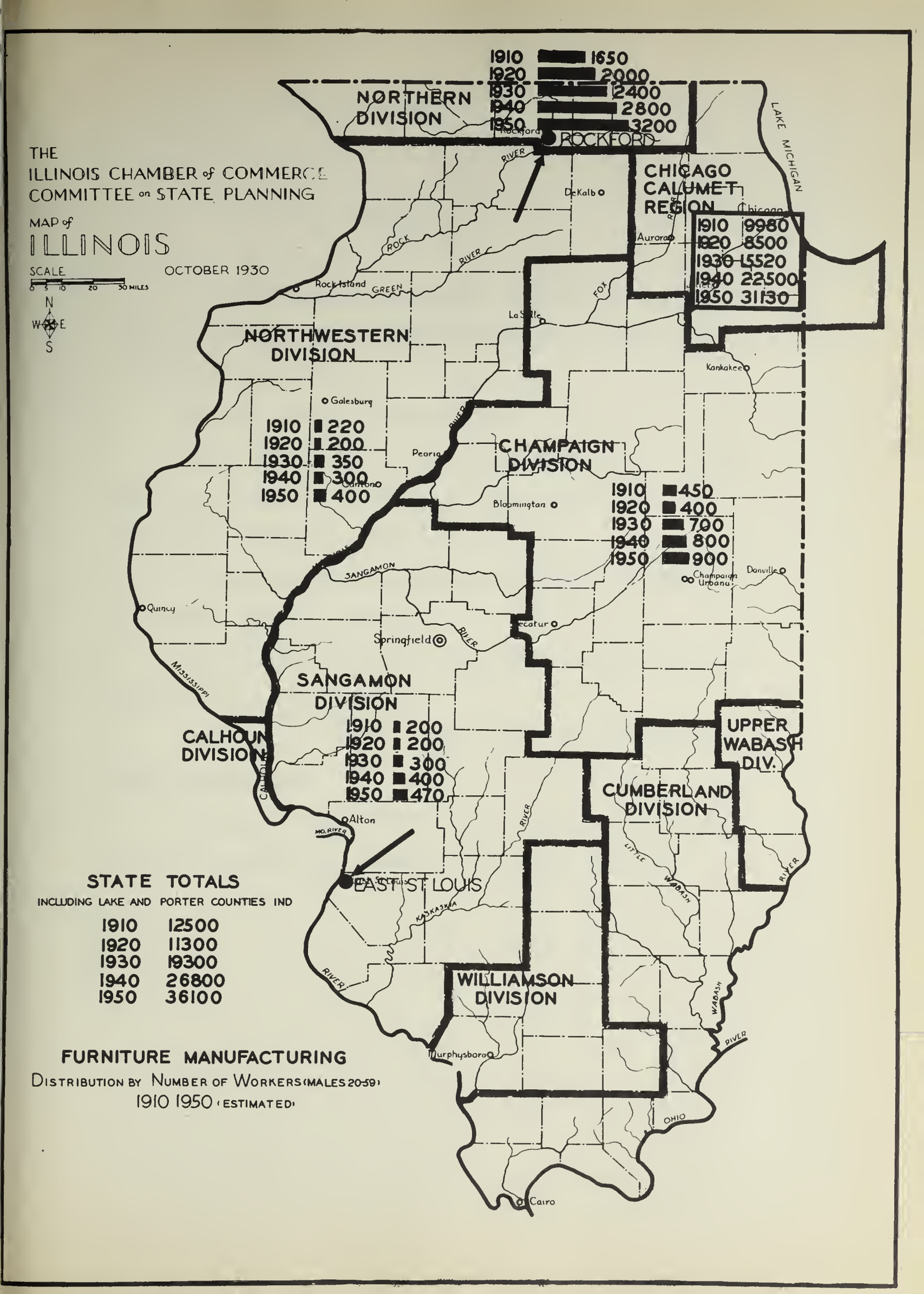

THE
ILLINOIS CHAMBER of COMMERCE
COMMITTEE on STATE PLANNING
MAP of
ILLINOIS
SCALE
0 5 10 20 30 MILES
OCTOBER 1930
N
W E
S
NORTHERN DIVISION
Rockford
LAKE MICHIGAN
CHICAGO CALUMET REGION
Chicago
1910 9120
1920 21300
1930 34500
1940 51800
950 57870
DeKalb
Aurora
ROCK RIVER
ROCK ISLAND
GREEN
ROCK ISLAND
NORTHWESTERN DIVISION
La Salle
FOX
Kankakee
1910 430
1920 1000
1930 1400
1940 1800
1950 2100
Galesburg
PEORIA
Peoria
RIVER
CHAMPAIGN DIVISION
1910 100
1920 200
1930 400
1940 550
1950 630
Canton
Bloomington
SANGAMON
Champaign Urbana
Danville
Quincy
Springfield
RIVER
Decatur
DECATUR
SPRINGFIELD
MISSISSIPPI
SANGAMON DIVISION
CALHOUN DIVISION
1910 350
1920 800
1930 1200
1940 1650
1950 2200
UPPER WABASH DIV.
CUMBERLAND DIVISION
Alton
MO. RIVER
RIVER
LITTLE WABASH
RIVER
East St Louis
EAST ST LOUIS
KASKASKIA
RIVER
WILLIAMSON DIVISION
WABASH
RIVER
Murphysboro
OHIO
Cairo
STATE TOTALS
INCLUDING LAKE AND PORTER COUNTIES IND
1910 10000
1920 23300
1930 37500
1940 55800
1950 62800
ELECTRICAL MACHINERY
DISTRIBUTION BY NUMBER OF WORKERS (MALES 20-59)
1910-1950 (ESTIMATED)

FURNITURE

LOCALIZED EARLY IN CHICAGO AND IN ROCKFORD FOR WOOD SUPPLY AND TRAINED LABOR, THE TREND INDICATES BY 1950 A 90% GROSS INCREASE FOR THE STATE; AT THAT TIME, LOCALIZED: 86% IN CHICAGO, 9% IN ROCKFORD, 2.5% IN THE CHAMPAIGN DIVISION, AND SMALLER IN NORTHWESTERN AND SANGAMON.

IN THIS CASE THE WORLD WAR DEPRESSED THE INDUSTRY IN CHICAGO.

THE DEVELOPMENT AND DISTRIBUTION OF FURNITURE MANUFACTURE WILL NOT BE GREATLY INFLUENCED BY STATE PLANNING, ALTHOUGH IT IS SUSCEPTIBLE OF GRADUAL DECENTRALIZATION, BUT STATE PLANNING WILL BE INFLUENCED BY KNOWLEDGE OF THE INDUSTRY.


THE
ILLINOIS CHAMBER of COMMERCE
COMMITTEE on STATE PLANNING
MAP of
ILLINOIS
SCALE
0 5 10 20 30 MILES
OCTOBER 1930
N
W E
S
NORTHERN DIVISION
1910 1650
1920 2000
1930 2400
1940 2800
1950 3200
ROCKFORD
CHICAGO CALUMET REGION
1910 9980
1920 8500
1930 15520
1940 22500
1950 31130
NORTHWESTERN DIVISION
1910 220
1920 200
1930 350
1940 300
1950 400
CHAMPAIGN DIVISION
1910 450
1920 400
1930 700
1940 800
1950 900
SANGAMON DIVISION
1910 200
1920 200
1930 300
1940 400
1950 470
CALHOUN DIVISION
UPPER WABASH DIV.
CUMBERLAND DIVISION
WILLIAMSON DIVISION
EAST ST LOUIS
Rockford
DeKalb
Aurora
Chicago
Rock Island
La Salle
Kankakee
Galesburg
Peoria
Carlton
Bloomington
Champaign Urbana
Danville
Quincy
Springfield
Decatur
Alton
Murphysboro
Cairo
ROCK RIVER
GREEN
FOX
SANGAMON
MISSISSIPPI
MO. RIVER
KASKASKIA
LITTLE WABASH
WABASH
OHIO
LAKE MICHIGAN
STATE TOTALS
INCLUDING LAKE AND PORTER COUNTIES IND
1910 12500
1920 11300
1930 19300
1940 26800
1950 36100
FURNITURE MANUFACTURING
DISTRIBUTION BY NUMBER OF WORKERS (MALES 20-59)
1910 1950 (ESTIMATED)

TEXTILES

A BIG INDUSTRY IN CHICAGO (CLOTHING) AND IMPORTANT IN THE NORTHERN, NORTHWESTERN, CHAMPAIGN AND SANGAMON DIVISIONS.

NOW 91% LOCALIZED IN CHICAGO.

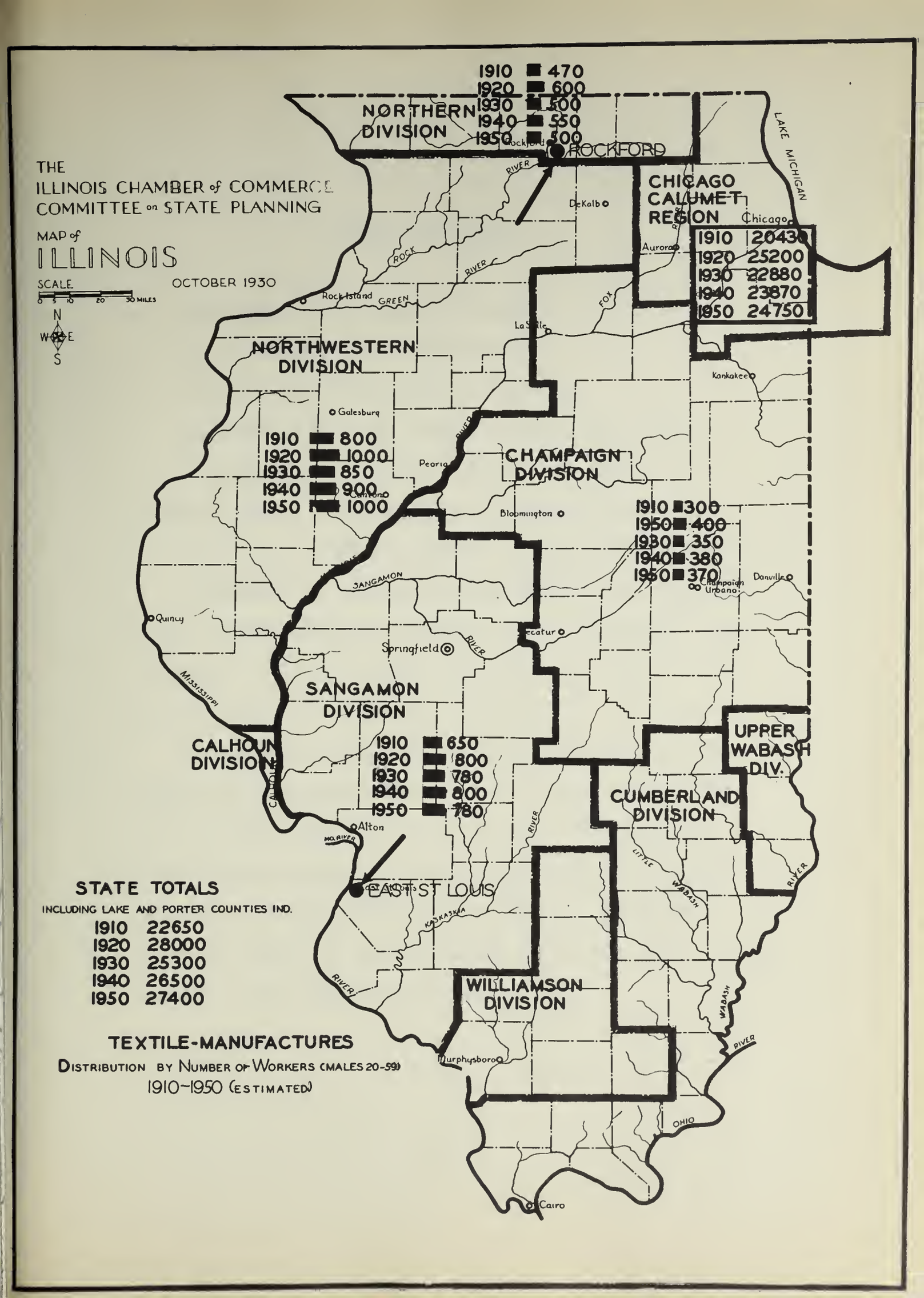
TREND INDICATES NO GREAT DECENTRALIZATION MOVEMENT, AN INCREASE BY 1950 OF ONLY 10% IN CHICAGO, AND SMALL GROWTH ELSEWHERE.

FASHION-CLOTHING MANUFACTURE LIKELY TO REMAIN IN MARKET CENTER, CHICAGO.

NON-FASHION TEXTILE MANUFACTURE CAN AND PROBABLY SHOULD LOCALIZE ELSEWHERE.

REQUIRES FURTHER STUDY FOR ANY CONCLUSIONS, EVEN PRELIMINARY.

GREATEST BENEFIT OF STATE PLANNING WOULD BE TO THESE SMALLER LOCAL CENTERS OUTSIDE OF CHICAGO.


THE
ILLINOIS CHAMBER of COMMERCE
COMMITTEE on STATE PLANNING
MAP of
ILLINOIS
SCALE
0 5 10 20 30 MILES
OCTOBER 1930
N
W E
S
NORTHERN DIVISION
1910 470
1920 600
1930 500
1940 550
1950 500
ROCKFORD
CHICAGO CALUMET REGION
Chicago
1910 20430
1920 25200
1930 22880
1940 23870
1950 24750
LAKE MICHIGAN
NORTHWESTERN DIVISION
1910 800
1920 1000
1930 850
1940 900
1950 1000
Galesburg
Peoria
CHAMPAIGN DIVISION
1910 300
1950 400
1930 350
1940 380
1950 370
Champaign Urbana
Danville
Bloomington
Kankakee
La Salle
Rock Island
DeKalb
Aurora
Quincy
Springfield
Decatur
SANGAMON DIVISION
CALHOUN DIVISION
1910 650
1920 800
1930 780
1940 800
1950 780
Alton
EAST ST LOUIS
UPPER WABASH DIV.
CUMBERLAND DIVISION
WILLIAMSON DIVISION
Murphysboro
Cairo
ROCK RIVER
GREEN RIVER
FOX RIVER
SANGAMON RIVER
MISSISSIPPI RIVER
MO. RIVER
KASKASKIA RIVER
LITTLE WABASH RIVER
WABASH RIVER
OHIO RIVER
STATE TOTALS
INCLUDING LAKE AND PORTER COUNTIES IND.
1910 22650
1920 28000
1930 25300
1940 26500
1950 27400
TEXTILE-MANUFACTURES
DISTRIBUTION BY NUMBER OF WORKERS (MALES 20-59)
1910-1950 (ESTIMATED)

BOOTS AND SHOES

NOT ONE OF THE STATE'S BIGGEST INDUSTRIES.

LESS CENTRALIZED THAN OTHERS.

IN 1930 51% LOCALIZED IN CHICAGO.

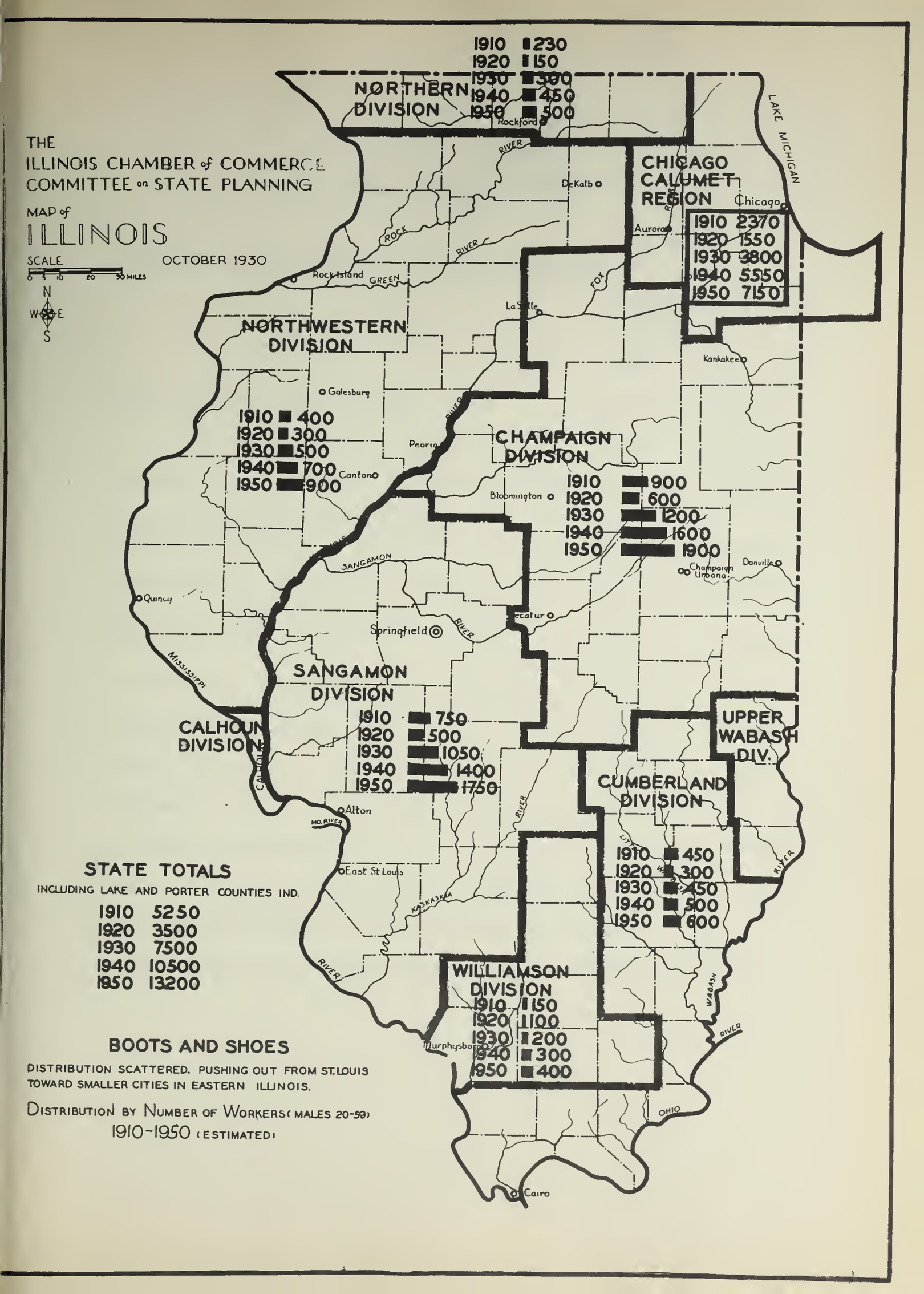
IMPORTANT TO MANY SMALLER TOWNS AND CITIES.

TREND INDICATES 75% INCREASE FOR STATE AS A WHOLE BY 1950, WITH GREATEST INCREASE IN CHICAGO.

ST. LOUIS A MORE IMPORTANT CENTER THAN CHICAGO.

MOVEMENT OF NON-STYLE SHOE MAKING OUT FROM ST. LOUIS THROUGH CENTRAL ILLINOIS IS SIGNIFICANT, PARTICULARLY TO SMALL TOWNS AND CITIES. THIS IS AN EXAMPLE OF REAL DECENTRALIZATION.

CHEAPER ELECTRIC POWER, LOWER LAND AND OPERATION COSTS, BETTER WATER SUPPLIES ARE FACTORS WHICH WILL INFLUENCE THE LOCATION OF THIS INDUSTRY IN THE SMALLER CENTERS. WHICH SMALLER TOWNS SHOULD EXPECT AND ENCOURAGE THIS INDUSTRY MAY BE DETERMINED BY STUDY OF THEIR FUTURES IN POPULATION, PUBLIC SERVICES, AND TRANSPORTATION.


THE
ILLINOIS CHAMBER of COMMERCE
COMMITTEE on STATE PLANNING
MAP of
ILLINOIS
SCALE
0 5 10 20 30 MILES
OCTOBER 1930
N
W E
S
NORTHERN DIVISION
1910 230
1920 150
1930 300
1940 450
1950 500
Rockford
CHICAGO CALUMET REGION
Chicago
1910 2370
1920 1550
1930 3800
1940 5550
1950 7150
Aurora
DeKalb
LAKE MICHIGAN
ROCK RIVER
GREEN
FOX
La Salle
NORTHWESTERN DIVISION
Rock Island
Galesburg
1910 400
1920 300
1930 500
1940 700
1950 900
Canton
Peoria
CHAMPAIGN DIVISION
1910 900
1920 600
1930 1200
1940 1600
1950 1900
Bloomington
Champaign Urbana
Danville
Kankakee
SANGAMON
Quincy
Springfield
Decatur
MISSISSIPPI
SANGAMON DIVISION
1910 750
1920 500
1930 1050
1940 1400
1950 1750
CALHOUN DIVISION
CARROLLTON
UPPER WABASH DIV.
CUMBERLAND DIVISION
1910 450
1920 300
1930 450
1940 500
1950 600
Alton
MO. RIVER
East St Louis
KASKASKIA
WABASH
WILLIAMSON DIVISION
1910 150
1920 1100
1930 200
1940 300
1950 400
Murphysboro
OHIO
Cairo
STATE TOTALS
INCLUDING LAKE AND PORTER COUNTIES IND.
1910 5250
1920 3500
1930 7500
1940 10500
1950 13200
BOOTS AND SHOES
DISTRIBUTION SCATTERED. PUSHING OUT FROM ST. LOUIS TOWARD SMALLER CITIES IN EASTERN ILLINOIS.
DISTRIBUTION BY NUMBER OF WORKERS (MALES 20-59)
1910-1950 (ESTIMATED)

GENERAL MANUFACTURING

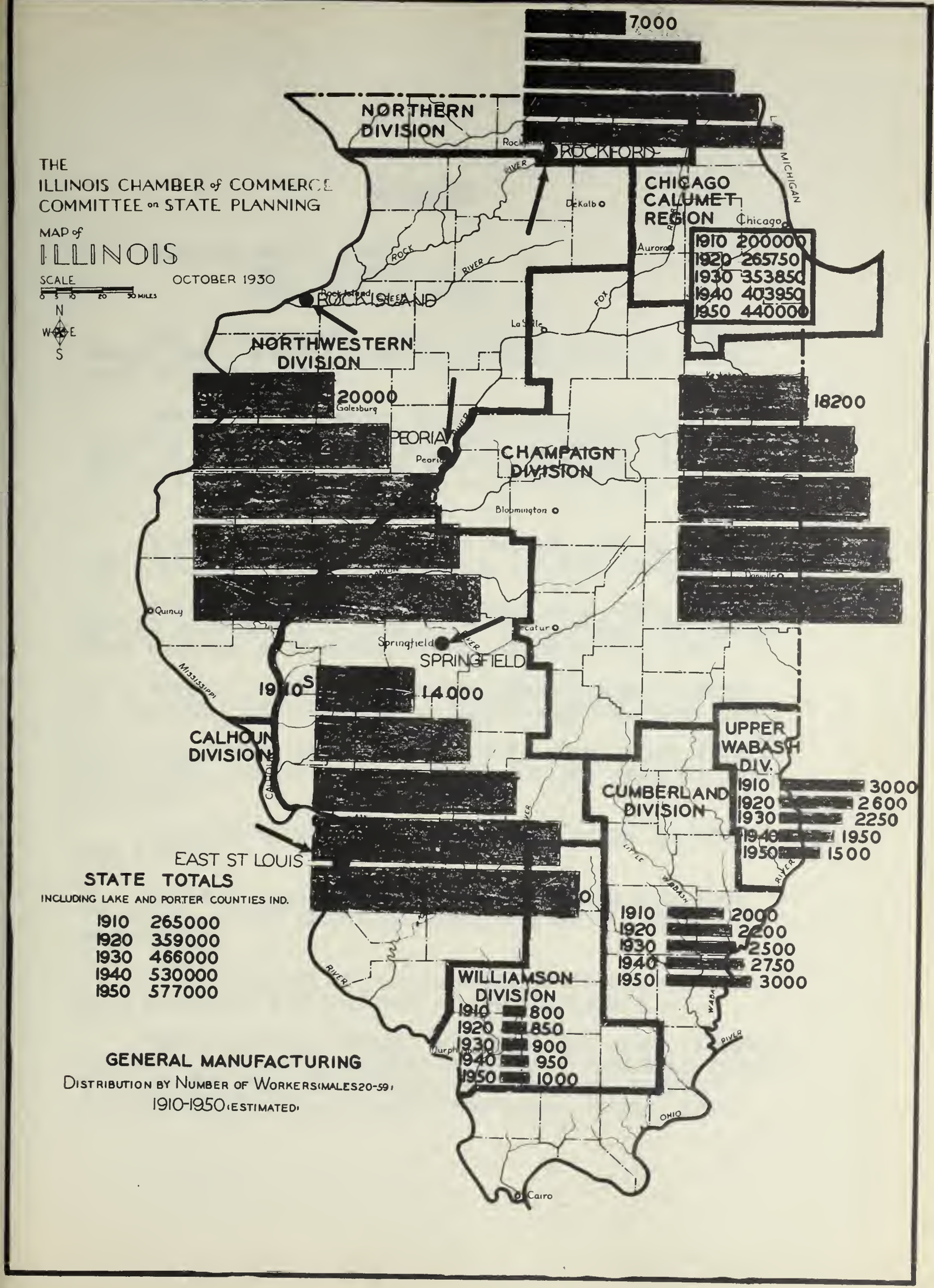
INCLUDES IN THE ORDER OF THEIR IMPORTANCE

	NUMBER OF MALE EMPLOYEES STATE TOTALS* 1930	1950 EST.
MISCELLANEOUS UNCLASSIFIED	237,600	285,000
R.R. CAR CONSTRUCTION AND REPAIR	68,500	75,900
FOUNDRY, MACHINE SHOP, MACHINE TOOLS	63,900	74,300
HARDWARE, PLUMBING SUPPLIES, ENGINES, ETC.	32,600	46,200
WOODWORKING, COOPERAGE, LUMBER, ETC.	16,000	18,700
COPPER, BRONZE, BRASS, TIN, SHEET IRON	14,300	20,200
AUTOMOBILES, MOTORCYCLES, BICYCLES	13,700	19,000
PETROLEUM REFINING	13,700	28,600
PAPER AND PULP	2,300	5,700
RUBBER GOODS	1,800	3,600
TOBACCO AND SNUFF	1,600	700

SOME SUFFICIENTLY IMPORTANT TO JUSTIFY MUCH FURTHER STUDY.

NOTE PREPONDERANCE IN CHICAGO-CALUMET REGION.

NOTE COMPARATIVE UNIMPORTANCE OF 3 SOUTHERN DIVISIONS.


THE
ILLINOIS CHAMBER of COMMERCE
COMMITTEE on STATE PLANNING
MAP of
ILLINOIS
SCALE
0 5 10 20 30 MILES
OCTOBER 1930
N
W E
S
7000
NORTHERN DIVISION
ROCKFORD
CHICAGO CALUMET REGION
Chicago
1910 200000
1920 265750
1930 353850
1940 403950
1950 440000
DeKalb
Aurora
ROCK RIVER
FOX
MICHIGAN
Rock Island
ROCK ISLAND
NORTHWESTERN DIVISION
20000
Galesburg
18200
PEORIA
Peoria
CHAMPAIGN DIVISION
Bloomington
Quincy
Springfield
SPRINGFIELD
14000
MISSISSIPPI
CALHOUN DIVISION
UPPER WABASH DIV.
1910 3000
1920 2600
1930 2250
1940 1950
1950 1500
CUMBERLAND DIVISION
EAST ST LOUIS
STATE TOTALS
INCLUDING LAKE AND PORTER COUNTIES IND.
1910 265000
1920 359000
1930 466000
1940 530000
1950 577000
1910 2000
1920 2200
1930 2500
1940 2750
1950 3000
WILLIAMSON DIVISION
1910 800
1920 850
1930 900
1940 950
1950 1000
OHIO
Cairo
GENERAL MANUFACTURING
DISTRIBUTION BY NUMBER OF WORKERS (MALES 20-59)
1910-1950 (ESTIMATED)

RAILROADS

MILEAGE 1830 - NONE
1860 - 2790 MILES
1930 - 12,000 MILES

THE MOST COMPLETE RAIL SYSTEM IN THE U.S. NEARLY EVERY TOWN AND EVERY FARM WITHIN EASY REACH OF A RAILROAD SHIPPING POINT.

- - - - - -

ONE COUNTY (CALHOUN) LYING BETWEEN MISSISSIPPI AND ILLINOIS RIVERS, HAS NO RAILROAD. ACCESSIBLE TO HIGHWAYS AND WATERWAYS BUT MAY NEED RAILROAD FOR DEVELOPMENT OF APPLE ORCHARD INDUSTRY AND BRICK MANUFACTURE.

- - - - - -

EVERY IMPORTANT INDUSTRIAL CENTER, ALSO BEST FARMING AREA, ALSO COAL MINING AREAS, ALL WELL SERVED.

MANY OTHER POINTS WHERE SEVERAL RAIL LINES MEET MAY BE SUSCEPTIBLE OF INDUSTRIAL DEVELOPMENT, DEPENDING UPON MARKETS, RAIL RATES, POWER, WATER SUPPLY, ETC.

SEVERAL LINES INTERSECTING OTHERS THROUGH LENGTH OR BREADTH OF STATE SERVE AS INTERCONNECTING BELT LINES.

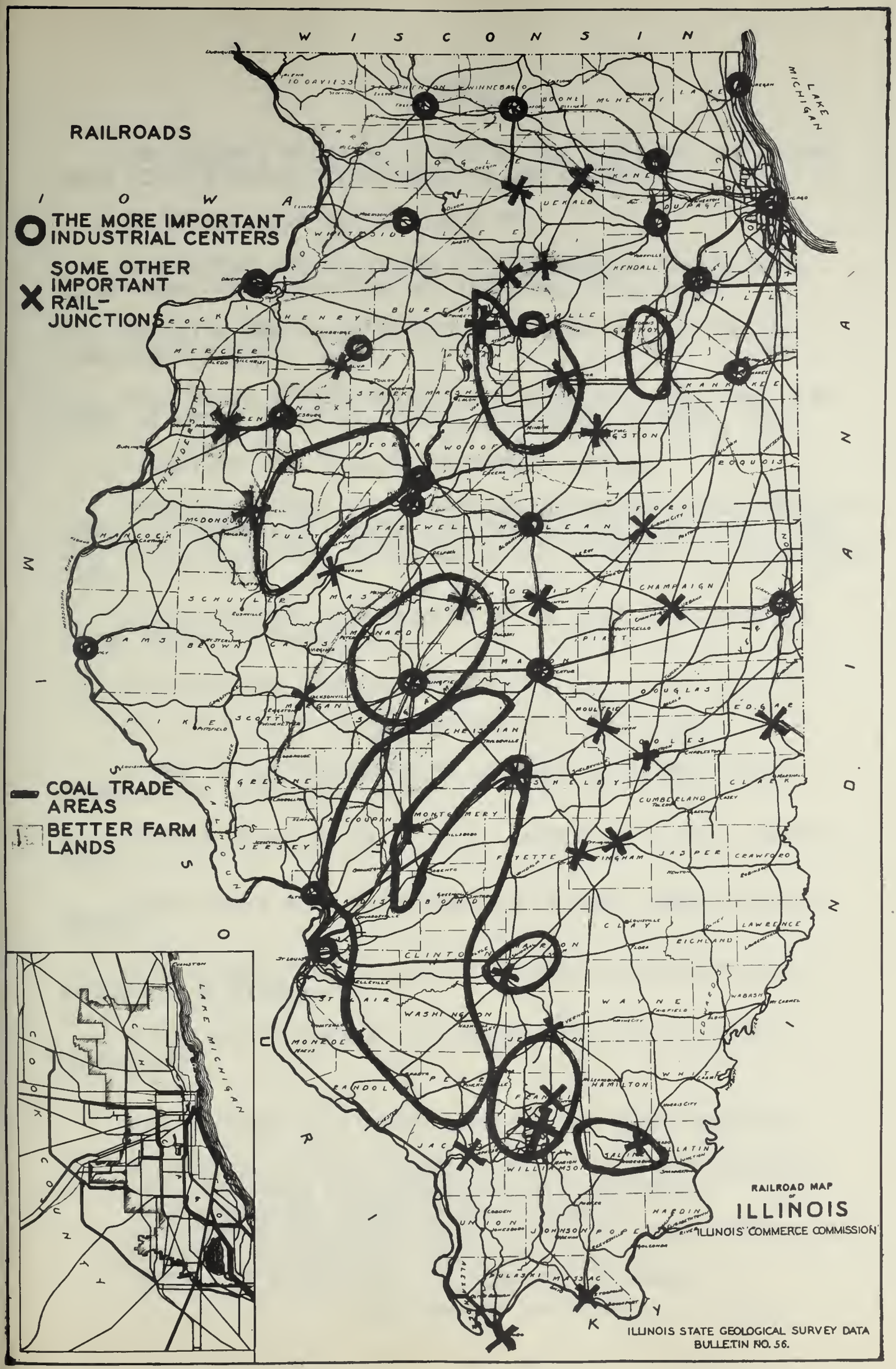
RAIL RATES AND COMPETITION WITH HIGHWAY AND WATERWAY TRAVEL ARE IMPORTANT PROBLEMS BUT NOT STRICTLY STATE PLANNING.

RAILWAYS GOING INTO RAIL-SIDE AND TRUCK DELIVERY AND PICKUP.

PROBABLY 10,000 RAILROAD-HIGHWAY GRADE CROSSINGS IN STATE, - MANY REQUIRING EARLY OR EVENTUAL GRADE SEPARATION.

LINES PARALLEL TO RAILROAD RIGHTS-OF-WAY PROVIDE GOOD LOCATIONS FOR EXISTING AND FUTURE HIGHWAYS.

THE RAILROADS, PERHAPS MORE THAN ANY OTHER INTEREST, CAN PROFIT BY STATE PLANNING STUDIES OF FUTURE DISTRIBUTION OF INDUSTRY AND POPULATION, LAND USES, FUTURE RAIL-WATER AND RAIL-HIGHWAY INTERCHANGE POINTS, ETC.


WISCONSIN
LAKE MICHIGAN
IOWA
INDIANA
MISSOURI
KENTUCKY
RAILROADS
THE MORE IMPORTANT INDUSTRIAL CENTERS
SOME OTHER IMPORTANT RAIL-JUNCTIONS
COAL TRADE AREAS
BETTER FARM LANDS
LAKE MICHIGAN
RAILROAD MAP OF ILLINOIS
ILLINOIS COMMERCE COMMISSION
ILLINOIS STATE GEOLOGICAL SURVEY DATA
BULLETIN NO. 56.

HIGHWAYS

OUR HIGHWAY PLANNING IS NOW IN THE HANDS OF ONE OF THE BEST STATE HIGHWAY DEPARTMENTS IN THE COUNTRY.

STATE PLANNING CAN AID ONLY IN:

COLLECTING AND SUPPLYING DATA OTHERWISE UNAVAILABLE, ON MOVEMENT OF POPULATION AND INDUSTRY, ETC., ETC.

STUDYING THE MAJOR FUTURE REQUIREMENTS IN A GENERAL COMPREHENSIVE WAY.

HELPING TO COORDINATE HIGHWAY PLANNING WITH OTHER ELEMENTS OF STATE PLANNING: PARKS, WATERWAYS, FORESTS, ETC.

PROMOTING THE STATE DEPARTMENT'S PROGRAM.

SUGGESTING ITEMS OF FULL-SCALE ULTIMATE HIGHWAY DEVELOPMENT, - RIGHT-OF-WAY WIDTHS AND CROSS-SECTION DESIGN, PLANTING, LIGHTING, WALKS, PARKWAYS, GRADE SEPARATIONS, BY-PASSES, ETC.

STATE PLANNING MUST WORK WITH AND ONLY TO ASSIST THE STATE HIGHWAY AUTHORITIES.

THE MAPS AND DRAWINGS SUGGEST:

POSSIBLE ADDITIONS TO THE GREAT TRADE ROUTES.

A FEW OF THE ROUTES WHICH MAY REQUIRE SEPARATION OF TRUCKING AND PASSENGER TRAFFIC.

CERTAIN OUTSTANDING ILLINOIS ROUTES FOR SPECIAL DEVELOPMENT.

SOME OF THE MANY MOST-IMPORTANT POINTS NEEDING BY-PASS ROUTES.

A MOST TENTATIVE OUTLINE OF POSSIBLE INTERCONNECTING PARKWAYS AND RIVERWAYS.

A FEW CROSS-SECTIONS FOR FUTURE FULL-SCALE HIGHWAY DEVELOPMENT.

THE SEQUENCE OF HIGHWAY IMPROVEMENT ITEMS INCLUDES:

COMPLETION OF THE PRESENT PROGRAM, PAVEMENT WIDENINGS, BY-PASSES AND GRADE SEPARATIONS WHERE REQUIRED.
INTERCONNECTING PARKWAYS AND RIVERWAYS.
ACQUISITION OF WIDER RIGHTS-OF-WAY FOR FULL DEVELOPMENT.
ROADSIDE PLANTING AND BEAUTIFICATION.
CONTROL OF BILLBOARDS AND ROADSIDE BUSINESS.

(continued on next page)

(Continued from previous page)

HIGHWAY LIGHTING.

ROADSIDE PATHS OR WALKS.

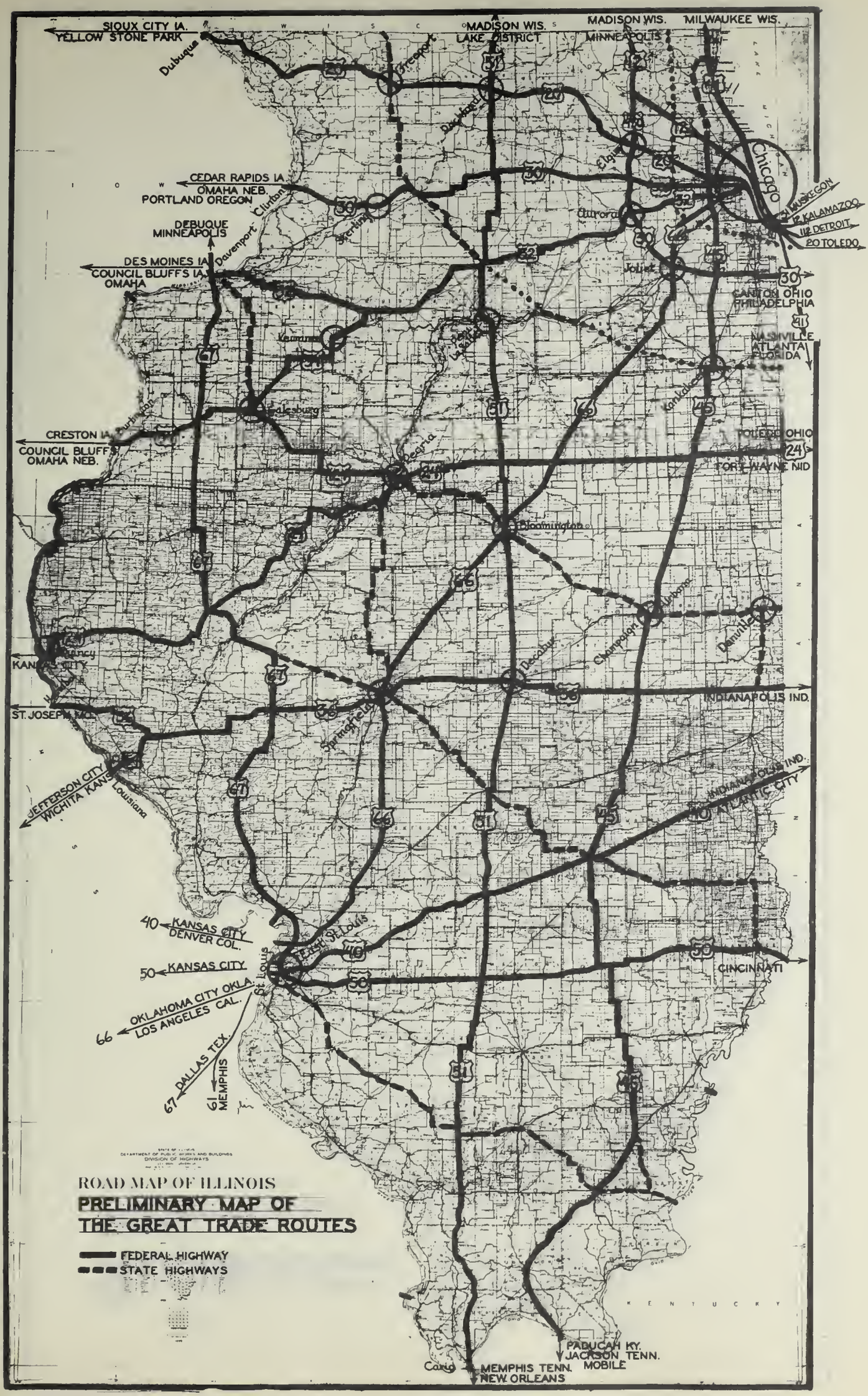
- - - - - - - - - - -

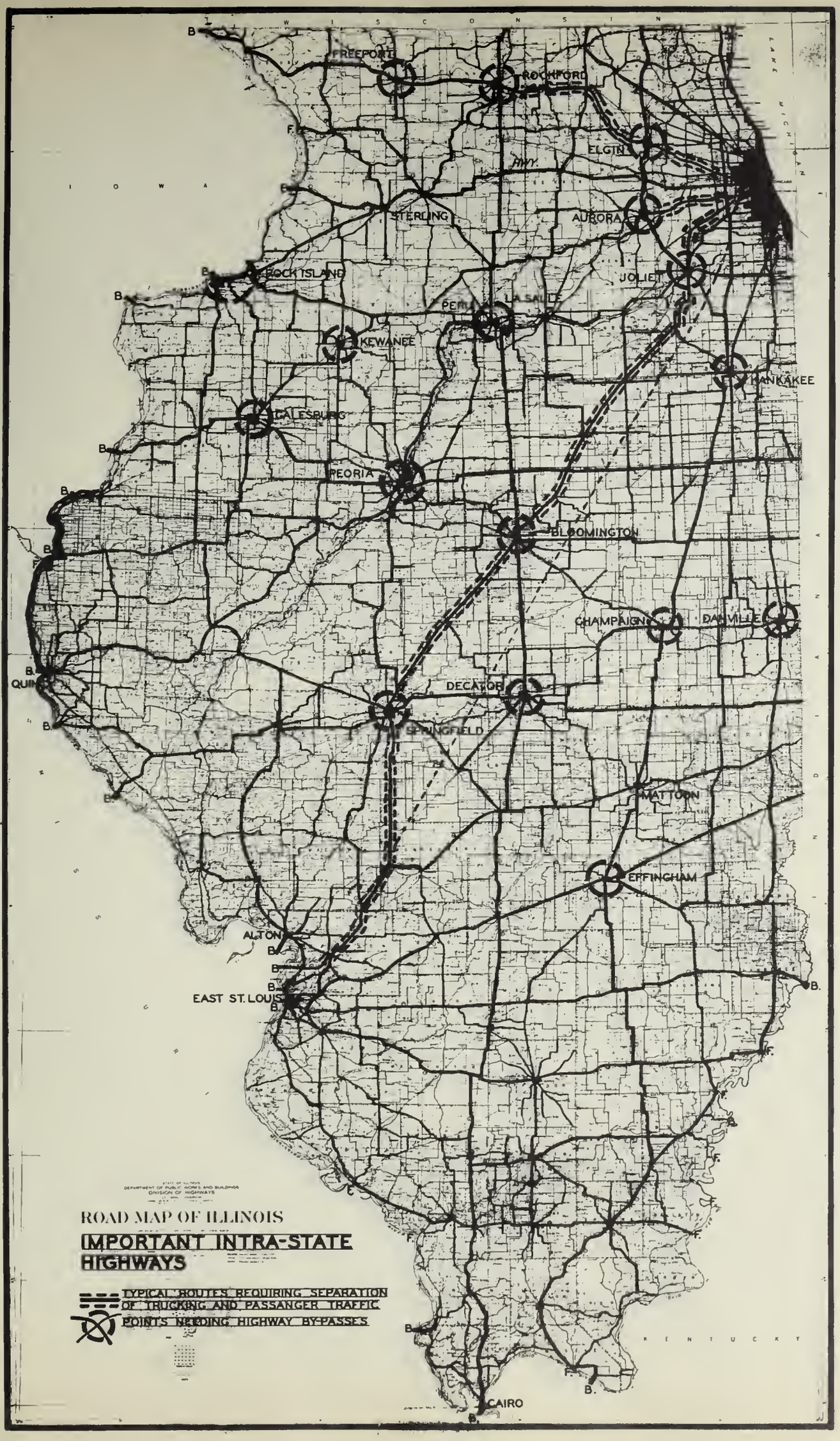
THE PROSPECTIVE REVENUES FROM LICENSE FEES AND GASOLINE TAX MAKE POSSIBLE A TWENTY-FIVE OR FIFTY YEAR PROGRAM DIRECTED TOWARD A PERMANENT, ADEQUATE FULLY-DEVELOPED SYSTEM OF HIGHWAYS, AND NOT A SYSTEM OF MEAGER RIGHTS-OF-WAY CARRYING ONLY UNLIGHTED PAVEMENTS AND RAW DITCHES AND BANKS.

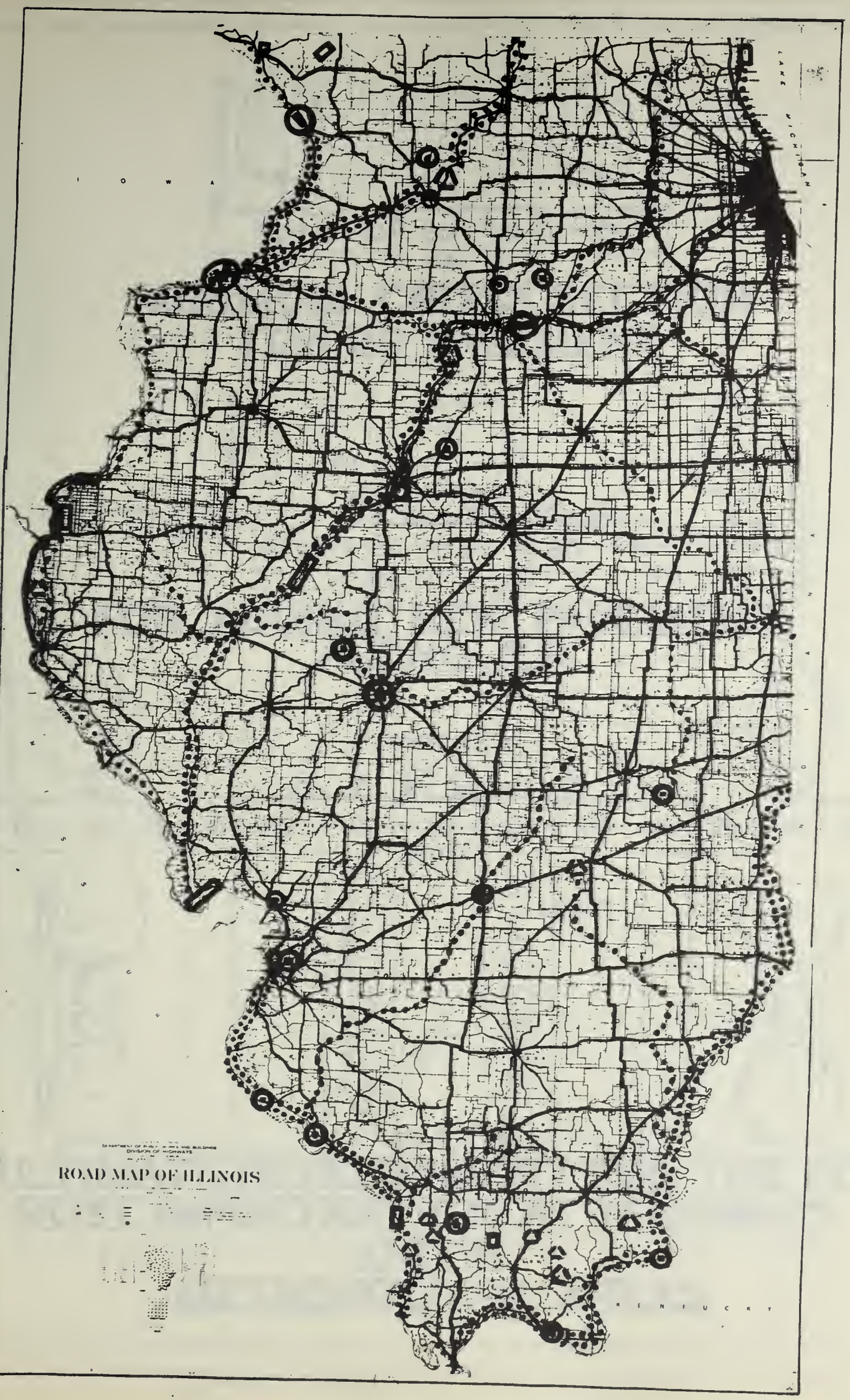
MUCH STUDY IS REQUIRED ON DEVELOPMENT OF URBAN RADIALS AND OF RURAL ROADS, ADJUSTED TO CHANGING CONDITIONS AND MODERN REQUIREMENTS. THE 1930 CENSUS, WHEN AVAILABLE, WILL SUPPLY DATA ON ROAD SERVICE TO FARMS: AND THE GEOLOGICAL SURVEY IS LOCATING GRAVEL BELS.

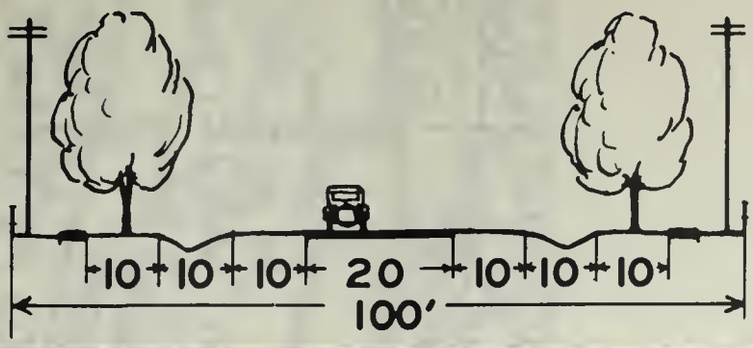
BUILDING LINES AND ZONING WILL BE INVALUABLE TOOLS IN PROTECTING FUTURE RIGHTS-OF-WAY.

THE FUTURE GREAT HIGHWAY WILL AVOID ALL TOWNS BETWEEN ITS TERMINII.

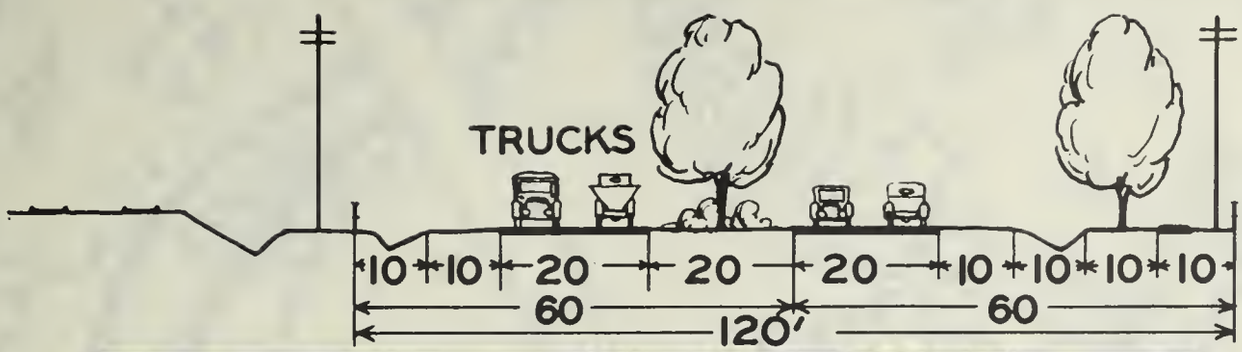

SIOUX CITY IA.
YELLOW STONE PARK
MADISON WIS.
LAKE DISTRICT
MADISON WIS. MILWAUKEE WIS.
MINNEAPOLIS
Dubuque
Freeport
Rockford
Elgin
Chicago
CEDAR RAPIDS IA
OMAHA NEB.
PORTLAND OREGON
Clinton
Sterling
Aurora
MUSKEGON
R. KALAMAZOO
DETROIT
TOLEDO
DUBUQUE
MINNEAPOLIS
DES MOINES IA
COUNCIL BLUFFS IA
OMAHA
Davenport
Joliet
CANTON OHIO
PHILADELPHIA
Kewanee
Peru
LaSalle
NASHVILLE
ATLANTA
FLORIDA
Galesburg
Aurora
CRESTON IA
COUNCIL BLUFFS
OMAHA NEB.
Peoria
TOLEDO OHIO
FORT WAYNE IND.
Bloomington
Champaign
Urbana
Danville
KANSAS CITY
Decatur
INDIANAPOLIS IND.
ST. JOSEPH MO.
Springfield
JEFFERSON CITY
WICHITA KAN.
Louisiana
INDIANAPOLIS IND.
ATLANTIC CITY
40 KANSAS CITY
DENVER COL.
East St. Louis
St. Louis
50 KANSAS CITY
CINCINNATI
OKLAHOMA CITY OKLA.
66 LOS ANGELES CAL.
DALLAS TEX.
67
MEMPHIS
61
PADUCAH KY.
JACKSON TENN.
Cairo
MEMPHIS TENN.
MOBILE
NEW ORLEANS
KENTUCKY
ROAD MAP OF ILLINOIS
PRELIMINARY MAP OF
THE GREAT TRADE ROUTES
FEDERAL HIGHWAY
STATE HIGHWAYS


WISCONSIN
IOWA
INDIANA
KENTUCKY
LAKE MICHIGAN
FREEPORT
ROCKFORD
ELGIN
STERLING
AURORA
ROCK ISLAND
JOLIET
PERU
LA SALLE
KEWANEE
KANKAKEE
GALESBURG
PEORIA
BLOOMINGTON
CHAMPAIGN
DANVILLE
QUINCY
DECATUR
SPRINGFIELD
MATTOON
EFFINGHAM
ALTON
EAST ST. LOUIS
CAIRO
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
DIVISION OF HIGHWAYS
ROAD MAP OF ILLINOIS
IMPORTANT INTRA-STATE HIGHWAYS
TYPICAL ROUTES REQUIRING SEPARATION OF TRUCKING AND PASSANGER TRAFFIC
POINTS NEEDING HIGHWAY BY-PASSES

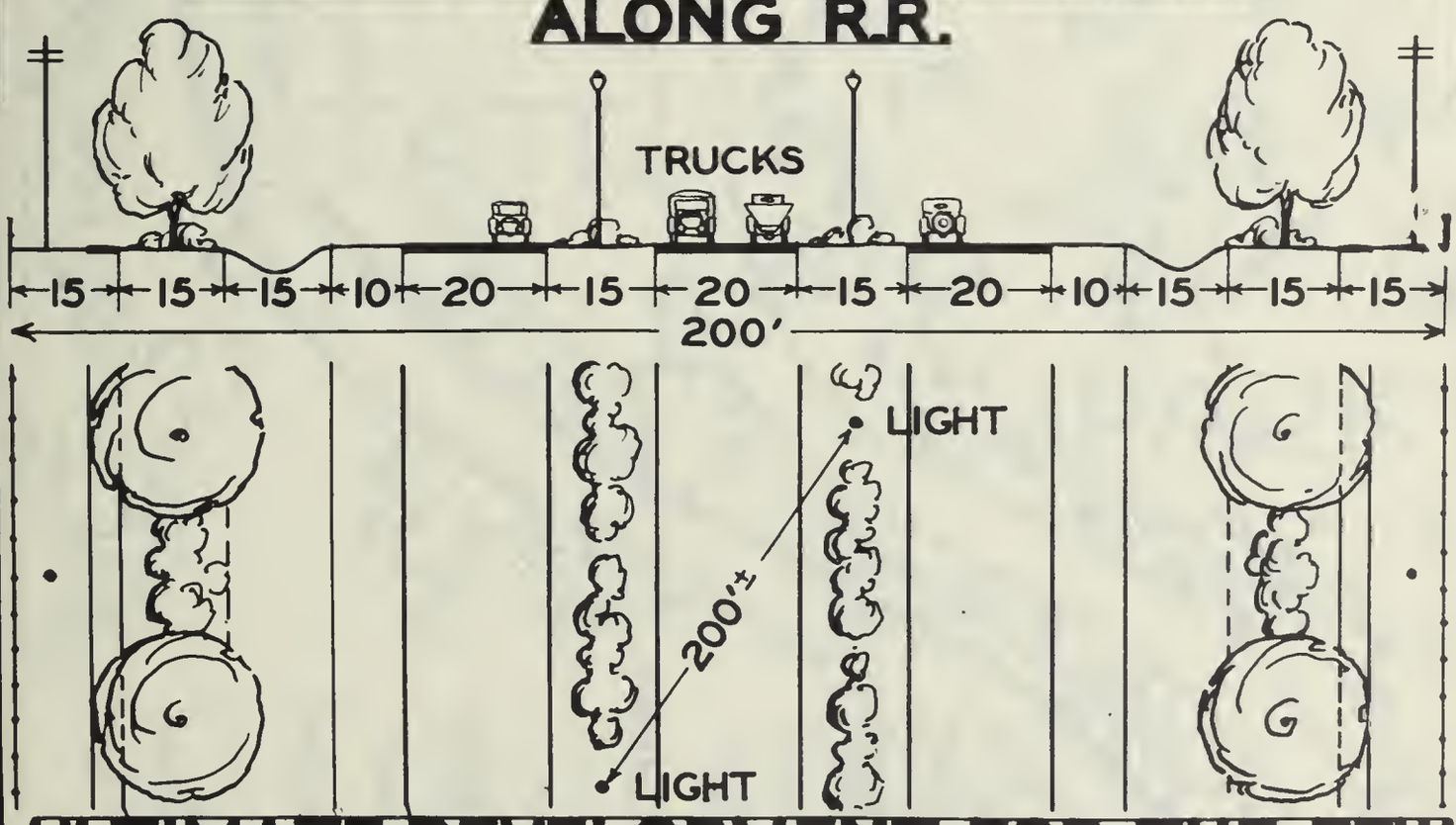

DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
DIVISION OF HIGHWAYS
ROAD MAP OF ILLINOIS
I O W A
KENTUCKY



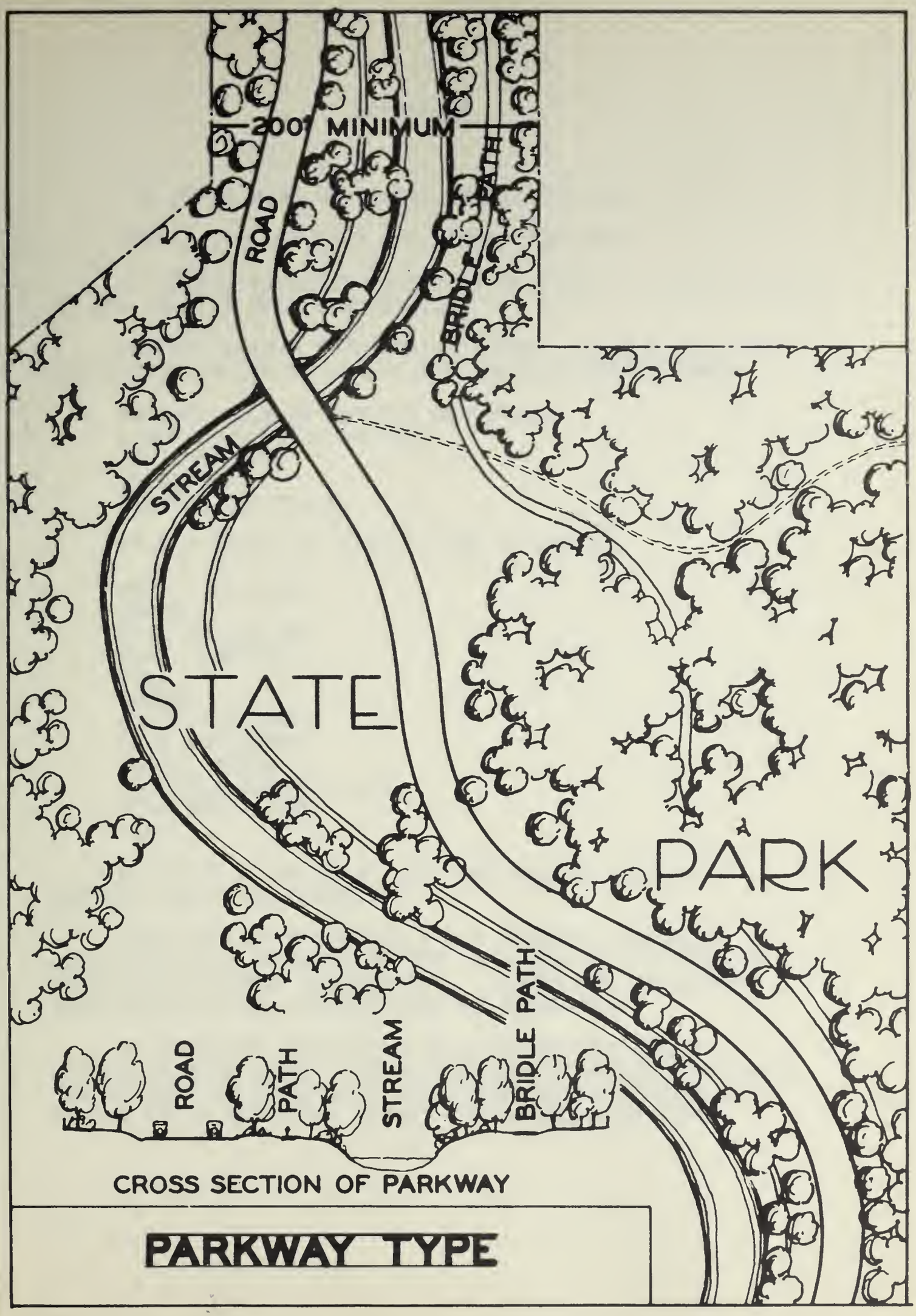
MINIMUM CROSS SECTION FOR 20' PAVEMENT



FOR ADDING NEW PAVEMENT ALONG R.R.



ULTIMATE DEVELOPMENT FOR THE FEW MOST IMPORTANT GREAT HIGHWAYS AND IN METROPOLITAN AREAS



PARKWAY TYPE

WATERWAYS

THE FIRST MODE OF TRAVEL AND TRANSPORT.

THE LAST TO BE USED FOR MODERN PURPOSES.

IF INLAND WATERWAY TRANSPORT IS USEFUL, AS IT PROBABLY IS FOR CERTAIN BULK COMMODITIES:

THE RAIL-WATER INTERCHANGE POINTS AND THE AREA MOST ACCESSIBLE TO THE WATERWAYS WILL ATTRACT DEVELOPMENT:

EXPLOITATION OF NATURAL RESOURCES
MANUFACTURING INDUSTRIES
AGRICULTURE
POPULATION
SERVICE INDUSTRIES

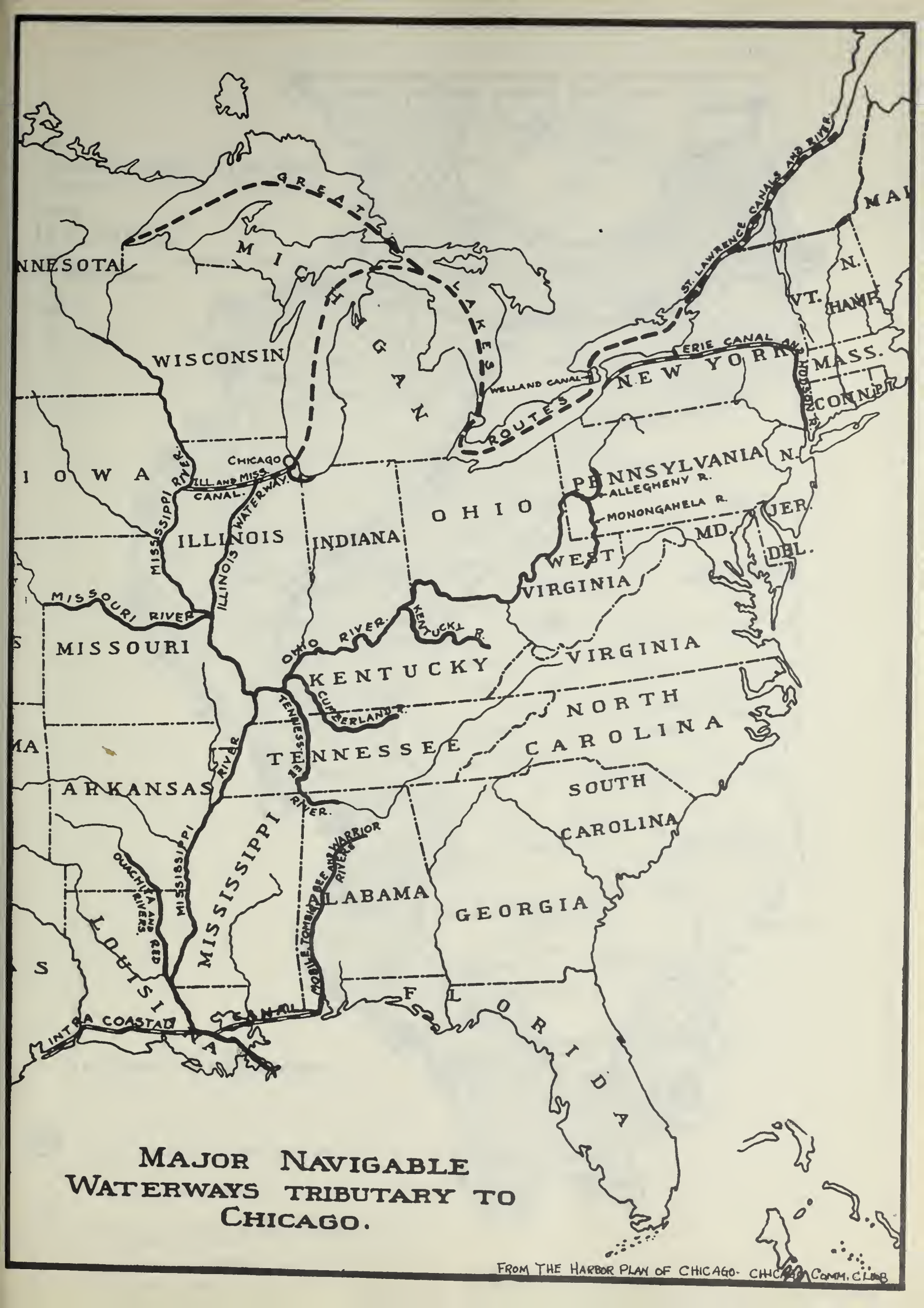
WE MAY EXPECT TO MOVE ON THE WATERWAYS:

WHEAT AND CORN
STONE
SAND AND GRAVEL
CLAY PRODUCTS
COAL
LUMBER
HEAVY MACHINERY
IRON AND STEEL
SUGAR, FLOUR
POSSIBLY BANANAS, ETC.
BULK FERTILIZER
ETC.

WATERWAY PLANNING IS NOW COMPETENTLY HANDLED BY FEDERAL AND STATE AGENCIES.

STATE PLANNING GENERALLY MAY PROMOTE WATERWAYS, AND IT WILL BE AFFECTED BY THE PROSPECTIVE INFLUENCE OF WATERWAYS ON OTHER DEVELOPMENT, - INDUSTRY, TRANSPORT, LAND UTILIZATION, EXPLOITATION OF RESOURCES.

BY OFFERING ADDITIONAL CHEAP TRANSPORT AND BY AFFECTING RAIL RATES, THE WATERWAYS MAY GREATLY INFLUENCE THE PATTERN OF INDUSTRIAL AND POPULATION DISTRIBUTION. IT MAY BE AN IMPORTANT AGENCY FOR DECENTRALIZATION.



MAJOR NAVIGABLE WATERWAYS TRIBUTARY TO CHICAGO.

FROM THE HARBOR PLAN OF CHICAGO- CHICAGO COMM. CLUB

THE
ILLINOIS CHAMBER of COMMERCE
COMMITTEE on STATE PLANNING
MAP of
ILLINOIS
SCALE
0 5 10 20 30 MILES
OCTOBER 1930
N
W E
S
JO DAVIESS
STEPHENSON
WINNEBAGO
BOONE
McHENRY
LAKE
Waukegan
LAKE MICHIGAN
Freeport
Rockford
Belvidere
CARROLL
OGLE
DE KALB
KANE
COOK
Evanston
DeKalb
DU PAGE
WHITESIDE
LEE
Dixon
Sterling
ROCK RIVER
KENDALL
WILL
LA SALLE
BUREAU
GRUNDY
KANKAKEE
ROCK ISLAND
HENRY
MERCER
Kewanee
PUTNAM
Streator
KNOX
STARK
MARSHALL
LIVINGSTON
IROQUOIS
WARREN
Galesburg
Monmouth
PEORIA
WOODFORD
Pontiac
HENDERSON
FULTON
McLEAN
HANCOCK
McDONOUGH
Canton
FORD
TAZEWELL
Bloomington
Macomb
Hoopeston
VERMILION
MASON
CHAMPAIGN
SCHUYLER
LOGAN
DE WITT
ADAMS
Lincoln
Clinton
Champaign
Urbana
Danville
BROWN
MENARD
Beardstown
MACON
PLATT
Quincy
MORGAN
SANGAMON
Springfield
Decatur
DOUGLAS
EDGAR
Jacksonville
PIKE
SCOTT
MOULTRIE
CHRISTIAN
COLES
Paris
Taylorville
SHELBY
Charleston
Mattoon
GREENE
MACOUPIN
Pono
CLARK
CUMBERLAND
MONTGOMERY
Litchfield
FAYETTE
EFFINGHAM
JASPER
CRAWFORD
CALHOUN
JERSEY
Jerseyville
Staunton
MADISON
Alton
CLAY
Edwardsville
RICHLAND
LAWRENCE
Olney
MARION
Granite City
Collinsville
Madison
CLINTON
East St Louis
WAYNE
WABASH
Centralia
Belleville
ST. CLAIR
WASHINGTON
JEFFERSON
EDWARDS
Mount Carmel
MONROE
Mount Vernon
HAMILTON
WHITE
RANDOLPH
PERRY
FRANKLIN
Duquoin
JACKSON
WILLIAMSON
SALINE
GALLATIN
Murphysboro
Marion
UNION
JOHNSON
POPE
HARDIN
OHIO
MASSAC
PULASKI
ALEXANDER
Cairo
INLAND WATERWAYS
Existing or Potential Rail-Water Interchange Points
Other Important Local Water Terminal Points
Illinois Area within 1 to 1½ Hours Trucking Distance from An Existing or Potential Inland Waterway Shipping Point
There Are only Four Important Industrial Centers outside This Area

AVIATION

THE CHICAGO DISTRICT IS THE COUNTRY'S MOST IMPORTANT AIRWAYS CENTER.

IN ILLINOIS NOW APPROXIMATELY:

13 SCHEDULED AIRWAYS
67 AIRPORTS
3 SEAPLANE BASINS
20 INTERMEDIATE AIRWAY FIELDS
11 AVIATION COMPANIES

ONLY A FEW IMPORTANT CENTERS OR AREAS ARE NOW WITHOUT SOME AIRPORT.

MANY SMALLER TOWNS HAVE NO AIRPORTS.

ABOUT 20 AIRPORTS ARE NOT ON ORGANIZED AIRWAYS, INDICATING SEVERAL NEW AIRWAYS STILL TO BE ORGANIZED.

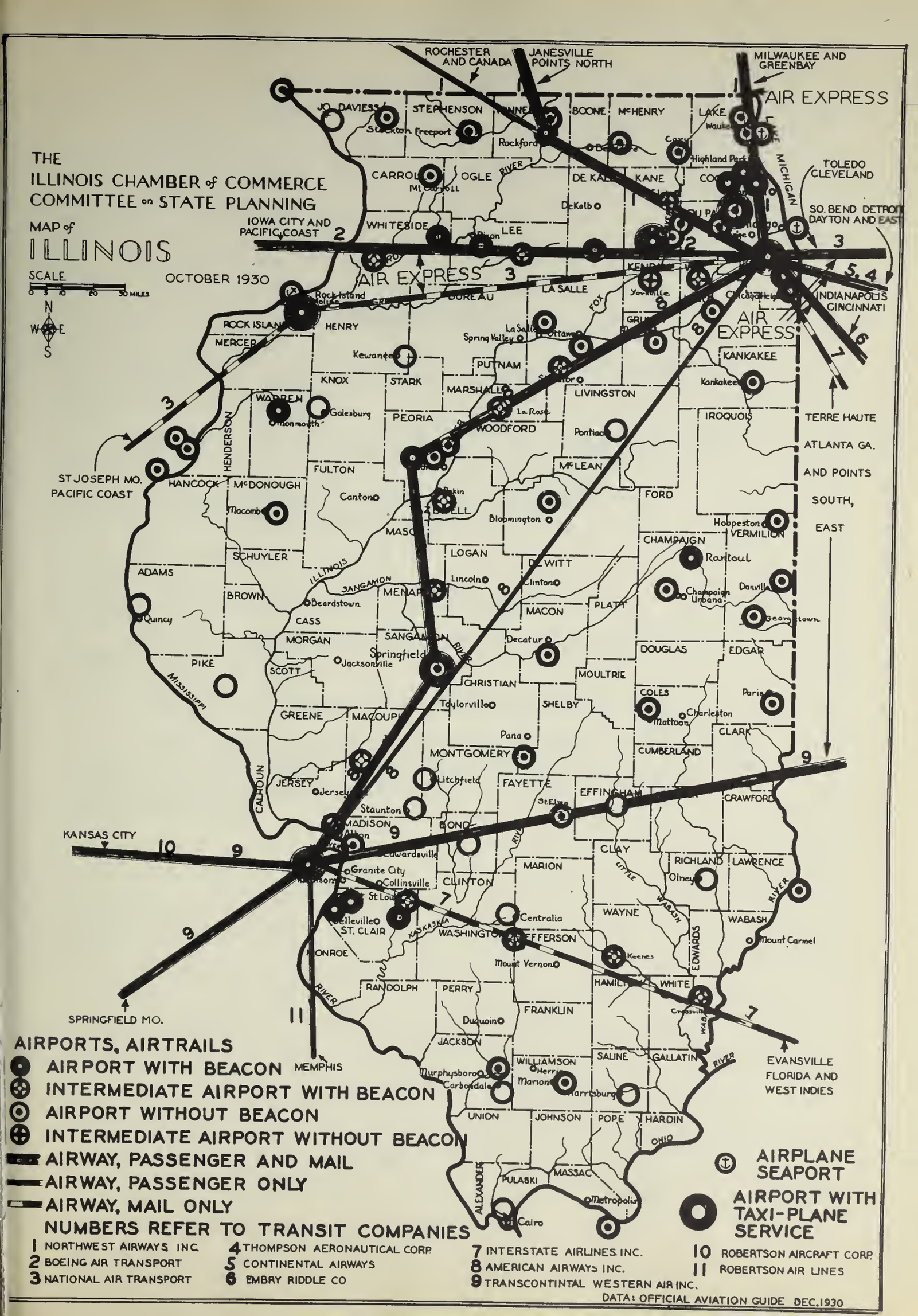
MANY AIRPORTS ARE NOT FULL SIZE AND/OR NOT FULLY DEVELOPED.

MORE SEAPLANE BASINS ARE FEASIBLE ALONG THE MAJOR RIVERS.

U. S. DEPARTMENT OF COMMERCE GIVES FULL AID TO PUBLIC AND PRIVATE AVIATION DEVELOPMENT.

STATE PLANNING CAN SUPPLY IMPORTANT DATA TO AVIATION INTERESTS ON FUTURE INDUSTRY, POPULATION, ETC., AND ON COORDINATION OF AIR TRANSPORT WITH OTHER TRANSPORT.

THIS STUDY ALSO LEADS TO THE PROBLEMS OF STATE POLICY TOWARD AVIATION.


THE
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COMMITTEE on STATE PLANNING
MAP of
ILLINOIS
SCALE
0 5 10 20 30 MILES
OCTOBER 1930
N
W E
S
ROCHESTER AND CANADA
JANESVILLE POINTS NORTH
MILWAUKEE AND GREENBAY
AIR EXPRESS
IOWA CITY AND PACIFIC COAST
TOLEDO CLEVELAND
SO. BEND DETROIT DAYTON AND EAST
INDIANAPOLIS CINCINNATI
TERRE HAUTE ATLANTA GA. AND POINTS SOUTH, EAST
ST JOSEPH MO. PACIFIC COAST
KANSAS CITY
SPRINGFIELD MO.
MEMPHIS
EVANSVILLE FLORIDA AND WEST INDIES
JO DAVIESS
STEPHENSON
BOONE
McHENRY
LAKE
CARROLL
OGLE
DE KALB
KANE
WHITESIDE
LEE
BUREAU
LA SALLE
KENDALL
ROCK ISLAND
HENRY
MERCER
KNOX
STARK
PUTNAM
MARSHALL
LIVINGSTON
KANKAKEE
WARREN
PEORIA
WOODFORD
IROQUOIS
HENDERSON
FULTON
McLEAN
HANCOCK
McDONOUGH
FORD
SCHUYLER
LOGAN
DE WITT
CHAMPAIGN
VERMILION
ADAMS
BROWN
CASS
MORGAN
MACON
PIATT
DOUGLAS
EDGAR
PIKE
SCOTT
MOULTRIE
COLES
CLARK
GREENE
CHRISTIAN
SHELBY
CUMBERLAND
MONTGOMERY
JERSEY
CALHOUN
FAYETTE
EFFINGHAM
CRAWFORD
MADISON
BOND
CLAY
MARION
RICHLAND
LAWRENCE
CLINTON
WAYNE
WABASH
ST. CLAIR
WASHINGTON
JEFFERSON
EDWARDS
MONROE
RANDOLPH
PERRY
FRANKLIN
HAMILTON
WHITE
JACKSON
WILLIAMSON
SALINE
GALLATIN
UNION
JOHNSON
POPE
HARDIN
ALEXANDER
PULASKI
MASSAC
Rockford
Freeport
Stockton
Dixon
DeKalb
Rock Island
Moline
Galesburg
Monmouth
Kewanee
La Salle
Ottawa
Spring Valley
Yorkville
Kankakee
Pontiac
La Rose
Bloomington
Canton
Macomb
Lincoln
Clinton
Rantoul
Champaign
Urbana
Danville
Hoopeston
Georgetown
Beardstown
Quincy
Springfield
Jacksonville
Decatur
Taylorville
Mattoon
Charleston
Paris
Pana
Litchfield
Jerseyville
Staunton
St Elmo
Olney
Edwardsville
Granite City
Collinsville
St Louis
Belleville
Centralia
Mount Vernon
Mount Carmel
Keenes
Murphysboro
Carbondale
Marion
Harrisburg
Duquoin
Metropolis
Cairo
AIRPORTS, AIRTRAILS
AIRPORT WITH BEACON
INTERMEDIATE AIRPORT WITH BEACON
AIRPORT WITHOUT BEACON
INTERMEDIATE AIRPORT WITHOUT BEACON
AIRWAY, PASSENGER AND MAIL
AIRWAY, PASSENGER ONLY
AIRWAY, MAIL ONLY
NUMBERS REFER TO TRANSIT COMPANIES
1 NORTHWEST AIRWAYS INC.
2 BOEING AIR TRANSPORT
3 NATIONAL AIR TRANSPORT
4 THOMPSON AERONAUTICAL CORP.
5 CONTINENTAL AIRWAYS
6 EMBRY RIDDLE CO
7 INTERSTATE AIRLINES INC.
8 AMERICAN AIRWAYS INC.
9 TRANSCONTINTAL WESTERN AIR INC.
10 ROBERTSON AIRCRAFT CORP.
11 ROBERTSON AIR LINES
AIRPLANE SEAPORT
AIRPORT WITH TAXI-PLANE SERVICE
DATA: OFFICIAL AVIATION GUIDE DEC. 1930

ELECTRIC POWER

HERE IS A POTENT FACTOR IN PRESENT AND PARTICULARLY IN FUTURE DEVELOPMENT.

WITHIN 50 YEARS ELECTRIC POWER HAS BECOME A MAJOR FEATURE IN SOCIAL, AGRICULTURAL AND INDUSTRIAL LIFE.

11,000 MILES OF HIGH-VOLTAGE DISTRIBUTION LINES, - MORE THAN ANY OTHER STATE.

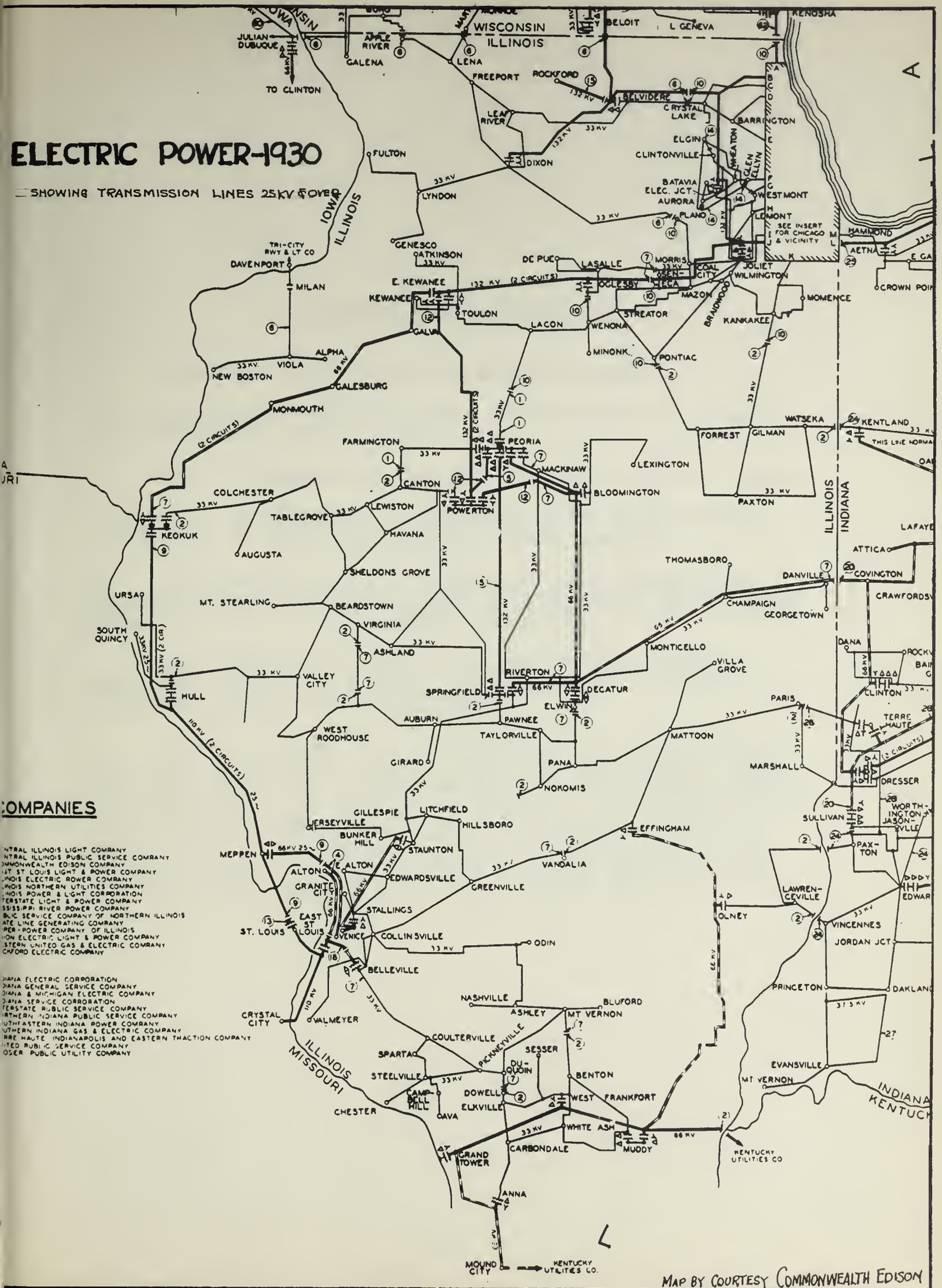
1,400 COMMUNITIES SERVED.

19,000 FARMS SERVED (8.4% OF TOTAL).

GREAT STIMULUS TO MANUFACTURING AT OUTLYING, DE-CENTRALIZED POINTS.

AND TO IMPROVED LIVING AND WORKING CONDITIONS.

STATE PLANNING CAN GREATLY SUPPLEMENT WORK OF POWER COMPANIES IN STUDYING RELATION OF ELECTRIC POWER TO IN-DUSTRIAL DEVELOPMENT, POPULATION GROWTH, LAND USES, TRANSPORT, ETC.


ELECTRIC POWER-1930
SHOWING TRANSMISSION LINES 25 KV & OVER
WISCONSIN
ILLINOIS
IOWA
INDIANA
MISSOURI
KENTUCKY
TO CLINTON
JULIAN DUBUQUE
GALENA
APPLE RIVER
LENA
MONROE
FREEPORT
ROCKFORD
BELOIT
L GENEVA
KENOSHA
BELVIDERE
CRYSTAL LAKE
BARRINGTON
ELGIN
CLINTONVILLE
WHEATON
GLEN ELLYN
LEAF RIVER
DIXON
FULTON
LYNDON
BATAVIA
ELEC. JCT.
AURORA
WESTMONT
PLANO
LEMONT
SEE INSERT FOR CHICAGO & VICINITY
HAMMOND
AETNA
E. GA
CROWN POIN
TRI-CITY RWY & LT CO
DAVENPORT
GENESCO
ATKINSON
MILAN
DE PUE
LASALLE
MORRIS
COAL CITY
JOLIET
WILMINGTON
OGLESBY
MAZON
MOMENCE
E. KEWANEE
KEWANEE
TOULON
STREATOR
BRAIDWOOD
KANKAKEE
LACON
WENONA
MINONK
PONTIAC
ALPHA
VIOLA
NEW BOSTON
GALESBURG
MONMOUTH
FARMINGTON
PEORIA
MACKINAW
LEXINGTON
WATSEKA
FORREST
GILMAN
KENTLAND
THIS LINE NORMA
COLCHESTER
CANTON
POWERTON
BLOOMINGTON
PAXTON
TABLEGROVE
LEWISTON
KEOKUK
HAVANA
AUGUSTA
SHELDONS GROVE
LAFAYE
ATTICA
THOMASBORO
DANVILLE
COVINGTON
CRAWFORDSV
URSA
MT. STEARLING
BEARDSTOWN
CHAMPAIGN
GEORGETOWN
SOUTH QUINCY
VIRGINIA
ASHLAND
MONTICELLO
DANA
ROCKY
BAIN
VILLA GROVE
VALLEY CITY
SPRINGFIELD
RIVERTON
DECATUR
ELWIN
CLINTON
PARIS
TERRE HAUTE
HULL
AUBURN
PAWNEE
TAYLORVILLE
MATTOON
WEST ROODHOUSE
GIRARD
PANA
NOKOMIS
MARSHALL
DRESSER
GILLESPIE
LITCHFIELD
JERSEYVILLE
HILLSBORO
BUNKER HILL
STAUNTON
EFFINGHAM
SULLIVAN
WORTH-INGTON
JASON-VILLE
MEPPEN
ALTON
E. ALTON
EDWARDSVILLE
VANDALIA
PAX-TON
GRANITE CITY
GREENVILLE
LAWREN-CEVILLE
EDWAR
STALLINGS
OLNEY
EAST ST LOUIS
ST. LOUIS
VENICE
COLLINSVILLE
VINCENNES
JORDAN JCT
ODIN
PRINCETON
OAKLAND
BELLEVILLE
NASHVILLE
BLUFORD
ASHLEY
MT VERNON
CRYSTAL CITY
WALMEYER
COULTERVILLE
SPARTA
PICKNEYVILLE
SESSER
DU-QUOIN
EVANSVILLE
MT VERNON
STEELVILLE
BENTON
DOWELL
WEST FRANKFORT
CAMP-BELL HILL
CHESTER
ELKVILLE
OAVA
WHITE ASH
MUDDY
CARBONDALE
GRAND TOWER
ANNA
MOUND CITY
KENTUCKY UTILITIES CO.
COMPANIES
NTRAL ILLINOIS LIGHT COMPANY
NTRAL ILLINOIS PUBLIC SERVICE COMPANY
OMMONWEALTH EDISON COMPANY
ST ST LOUIS LIGHT & POWER COMPANY
INOIS ELECTRIC POWER COMPANY
INOIS NORTHERN UTILITIES COMPANY
INOIS POWER & LIGHT CORPORATION
TERSTATE LIGHT & POWER COMPANY
SSISSIPPI RIVER POWER COMPANY
BLIC SERVICE COMPANY OF NORTHERN ILLINOIS
ATE LINE GENERATING COMPANY
PER-POWER COMPANY OF ILLINOIS
ON ELECTRIC LIGHT & POWER COMPANY
STERN UNITED GAS & ELECTRIC COMPANY
CKFORD ELECTRIC COMPANY
DIANA ELECTRIC CORPORATION
DIANA GENERAL SERVICE COMPANY
DIANA & MICHIGAN ELECTRIC COMPANY
DIANA SERVICE CORPORATION
TERSTATE PUBLIC SERVICE COMPANY
RTHERN INDIANA PUBLIC SERVICE COMPANY
UTHEASTERN INDIANA POWER COMPANY
UTHERN INDIANA GAS & ELECTRIC COMPANY
RRE HAUTE INDIANAPOLIS AND EASTERN TRACTION COMPANY
ITED PUBLIC SERVICE COMPANY
OSER PUBLIC UTILITY COMPANY
MAP BY COURTESY COMMONWEALTH EDISON

ELECTRIC POWER IN 1950

FEWER AND MUCH BIGGER GENERATING CENTERS.

LOCATED AT POINTS OF HUGE WATER SUPPLY AND RELATED TO MARKET FOR SALE OF POWER.

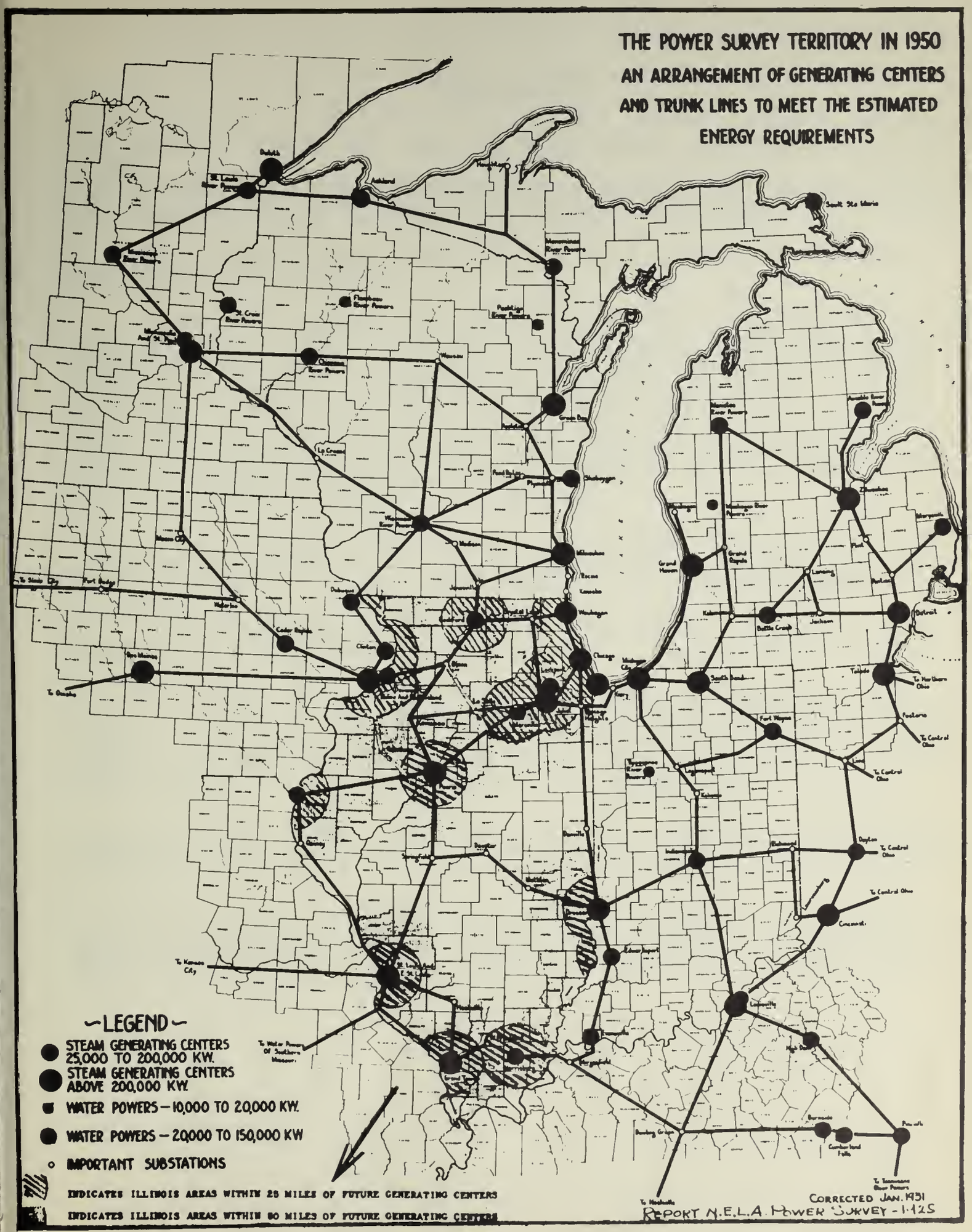
COST OF GENERATION GREATLY REDUCED AT THESE POINTS.

COST OF DELIVERED POWER AFFECTED BY TRANSMISSION LINE COST AND ELECTRICAL-TRANSMISSION LOSSES.

HENCE AREAS NEAREST CENTERS OF POWER GENERATION WILL GET BEST RATES FOR MANUFACTURING, FARM AND DOMESTIC USE, AND THAT WILL INFLUENCE DEVELOPMENT.

BUT ELECTRIC POWER COST IS ONLY ONE, AND USUALLY NOT THE CONTROLLING FACTOR, IN DETERMINING LOCATION OF INDUSTRY, FARMING AND POPULATION.

STATE PLANNING: NOT CONCERNED WITH DIRECT PLANNING OF POWER FACILITIES, BUT IT SHOULD BE THE CENTRAL AGENCY BY WHICH THIS KIND OF FORE-KNOWLEDGE OF POWER DEVELOPMENT CAN BE UTILIZED IN HELPING TO DETERMINE AND DIRECT ECONOMICALLY SOUND MOVEMENT OF INDUSTRY, GROWTH OF TOWNS AND USE OF LAND. CONVERSELY, THE OTHER ELEMENTS OF STATE PLANNING STUDY WILL BE VALUABLE TO THOSE ENGAGED IN THE ACTUAL DESIGN AND CONSTRUCTION OF POWER WORKS.


THE POWER SURVEY TERRITORY IN 1950
AN ARRANGEMENT OF GENERATING CENTERS
AND TRUNK LINES TO MEET THE ESTIMATED
ENERGY REQUIREMENTS
~LEGEND~
STEAM GENERATING CENTERS 25,000 TO 200,000 KW.
STEAM GENERATING CENTERS ABOVE 200,000 KW.
WATER POWERS – 10,000 TO 20,000 KW.
WATER POWERS – 20,000 TO 150,000 KW
IMPORTANT SUBSTATIONS
INDICATES ILLINOIS AREAS WITHIN 25 MILES OF FUTURE GENERATING CENTERS
INDICATES ILLINOIS AREAS WITHIN 50 MILES OF FUTURE GENERATING CENTERS
CORRECTED JAN. 1931
REPORT N.E.L.A. POWER SURVEY - 1-12-S

WATER SUPPLY

THE NORTHERN 1/3 OF THE STATE, EXCEPT CHICAGO, USES MOSTLY DEEP WELL WATER.
THE MIDDLE 1/3 OF THE STATE USES MOSTLY DRIFT-WELL (SHALLOW) WATER.
THE SOUTHERN 1/3 OF THE STATE USES MOSTLY SURFACE WATER FROM STREAMS.

THE SECOND MAP SHOWS THE AREAS OF MOST DEPENDABLE DEEP-WELL AND DRIFT-WELL WATER SOURCES.

IN THE NORTHERN AREA THE DEEP-WELL SUPPLY IS PLAYING OUT IN SOME SECTIONS, e.g., ARGO, AND IN ALL CASES IT TENDS TO BE INCREASINGLY EXPENSIVE TO PUMP AND OBJECTIONABLY HARD FOR MANY USES, REQUIRING SOFTENING PLANTS OR A CHANGE TO SURFACE WATER, PURIFIED. AND THE MID-STATE DRIFT-WELL SUPPLIES ARE GENERALLY INADEQUATE FOR LARGE POPULATIONS OR INDUSTRIAL DEVELOPMENT, e.g., CHAMPAIGN, URBANA; AND THEY ARE SOMETIMES CHARGED WITH OBJECTIONABLE MINERAL CONTENT, AGAIN INDICATING ELABORATE TREATMENT OR A CHANGE TO SURFACE WATER SOURCES, e.g., BLOOMINGTON, DECATUR, SPRINGFIELD.

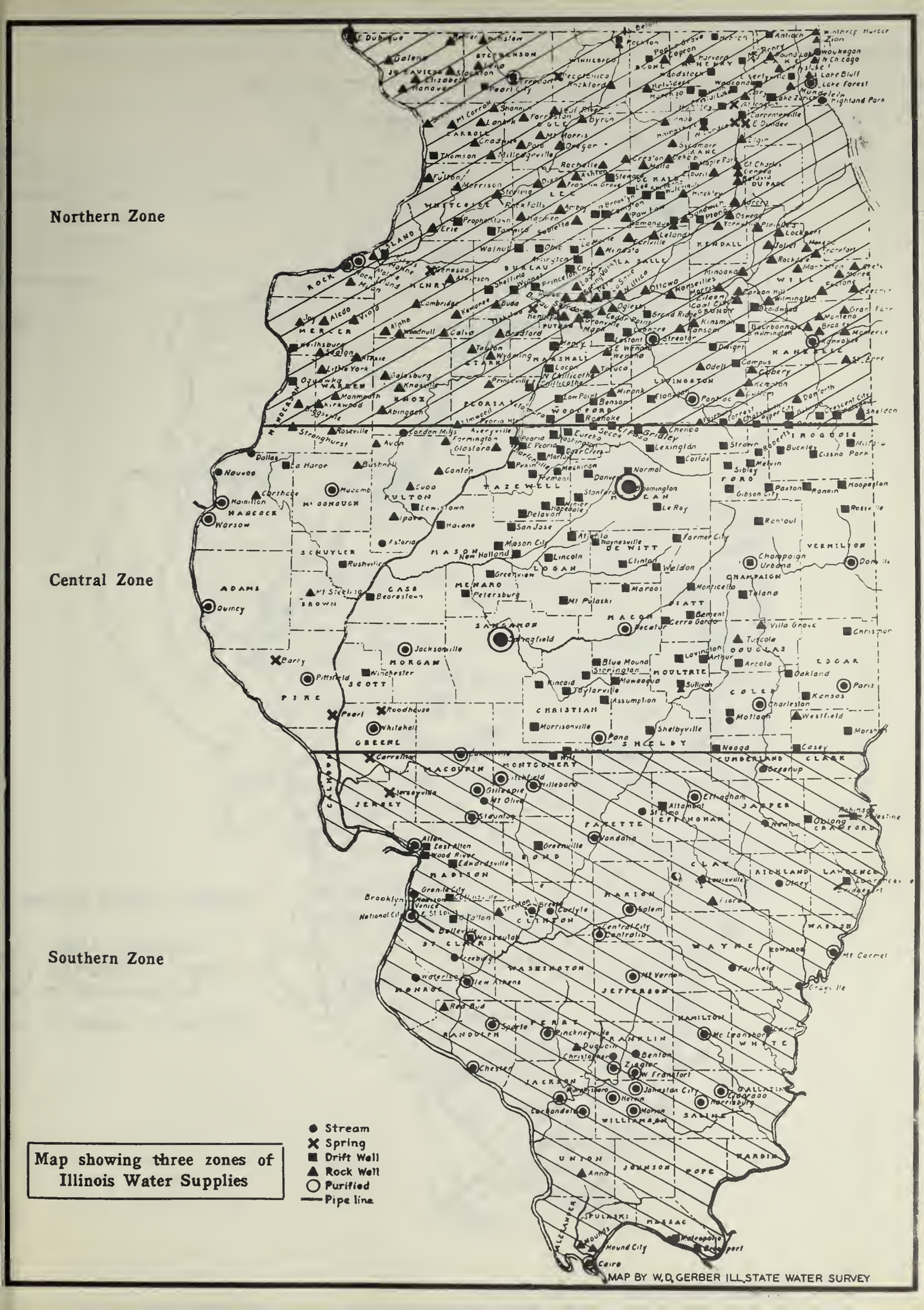
WATER SUPPLY BECOMES A STATE-WIDE PROBLEM OF THE GREATEST IMPORTANCE TO INDUSTRIAL AND POPULATION GROWTH; IT HAS HAD, IS HAVING, AND WILL HAVE A CRITICAL EFFECT UPON INDUSTRIAL LOCALIZATION.

MOST FUTURE LARGE MANUFACTURING DEVELOPMENT WILL DEPEND UPON THE UTILIZATION OF SURFACE WATER SUPPLY.

LAKE MICHIGAN IS A RESERVOIR OF AN UNLIMITED VOLUME OF GOOD WATER. IF THE CHICAGO WATER SYSTEM WERE METERED, THE PRESENT TOTAL PUMPAGE WOULD PROBABLY LEAVE A SURPLUS SUFFICIENT TO SUPPLY ALL THE REST OF THE STATE AT ITS PRESENT WATER CONSUMPTION. THIS SOURCE MIGHT FURNISH WATER TO MUCH LARGER AREAS THAN IT DOES NOW.

FOR FUTURE LOCAL OR DISTRICT SUPPLIES, OTHER THAN FROM LAKE MICHIGAN, THE STREAMS MUST BE DEPENDED UPON; LEADING TO THE PROBLEM OF ELIMINATING STREAM POLLUTION SO FAR AS ECONOMICALLY FEASIBLE.

THE STATE WATER SURVEY AND THE STATE SANITARY WATER BOARD AND HEALTH DEPARTMENT CONSTITUTE THE EXISTING AGENCIES NOW HANDLING THESE PROBLEMS EFFECTIVELY. THEY COULD COOPERATE TO GREAT ADVANTAGE WITH A STATE PLANNING PROJECT.


Northern Zone
Central Zone
Southern Zone
Map showing three zones of Illinois Water Supplies
Stream
Spring
Drift Well
Rock Well
Purified
Pipe line
MAP BY W. D. GERBER ILL. STATE WATER SURVEY

THE
ILLINOIS CHAMBER of COMMERCE
COMMITTEE on STATE PLANNING

MAP of
ILLINOIS

SCALE 0 5 10 20 30 MILES

OCTOBER 1930

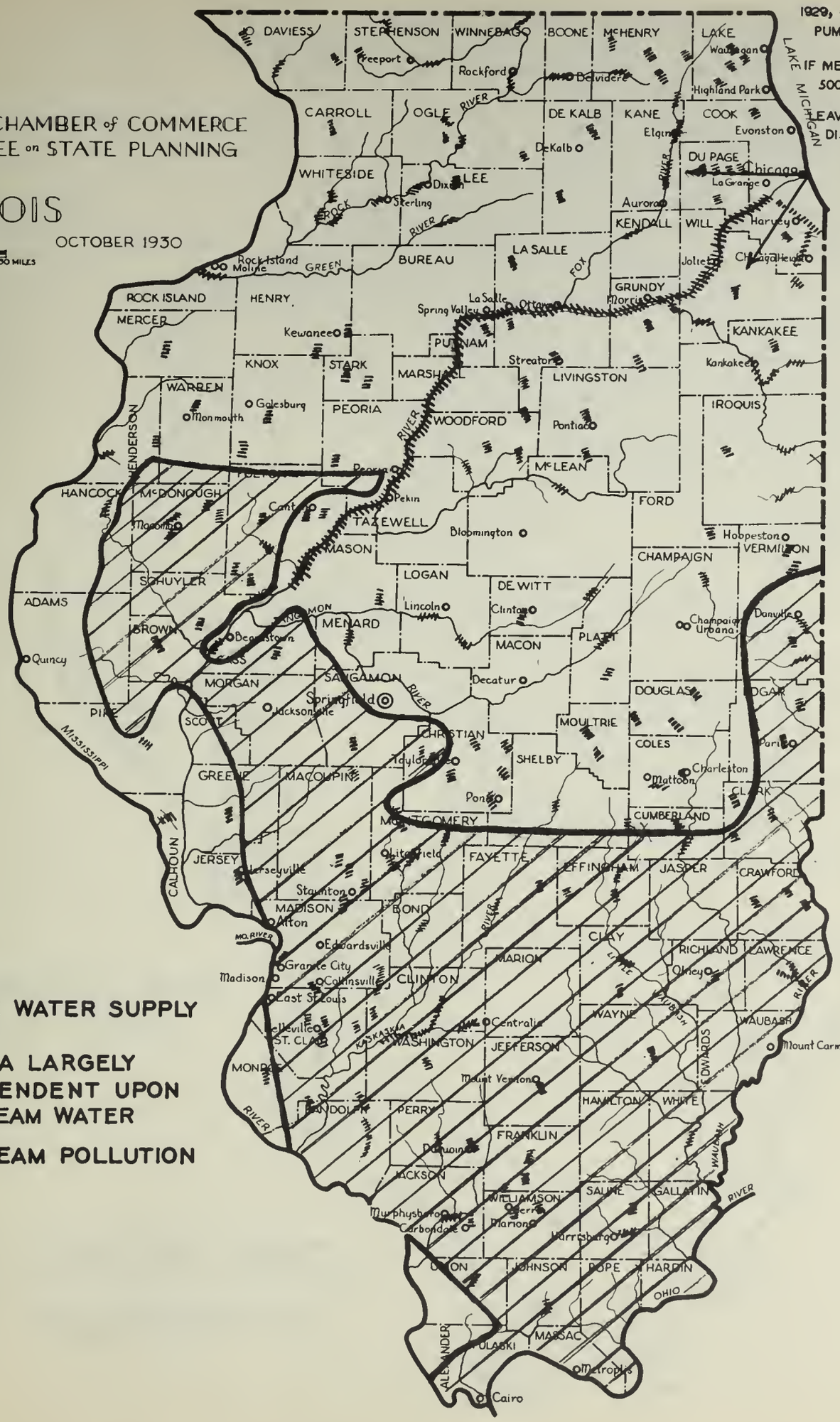
N
W E
S

GREAT RESERVOIR

1929, CHICAGOS AVERAGE DAILY PUMPAGE 1,013,000,000 GALS.

IF METERED WOULD USE 500,000,000 GALS.

LEAVING AVAILABLE FOR WIDER DISTRIBUTION 500,000,000 GAL

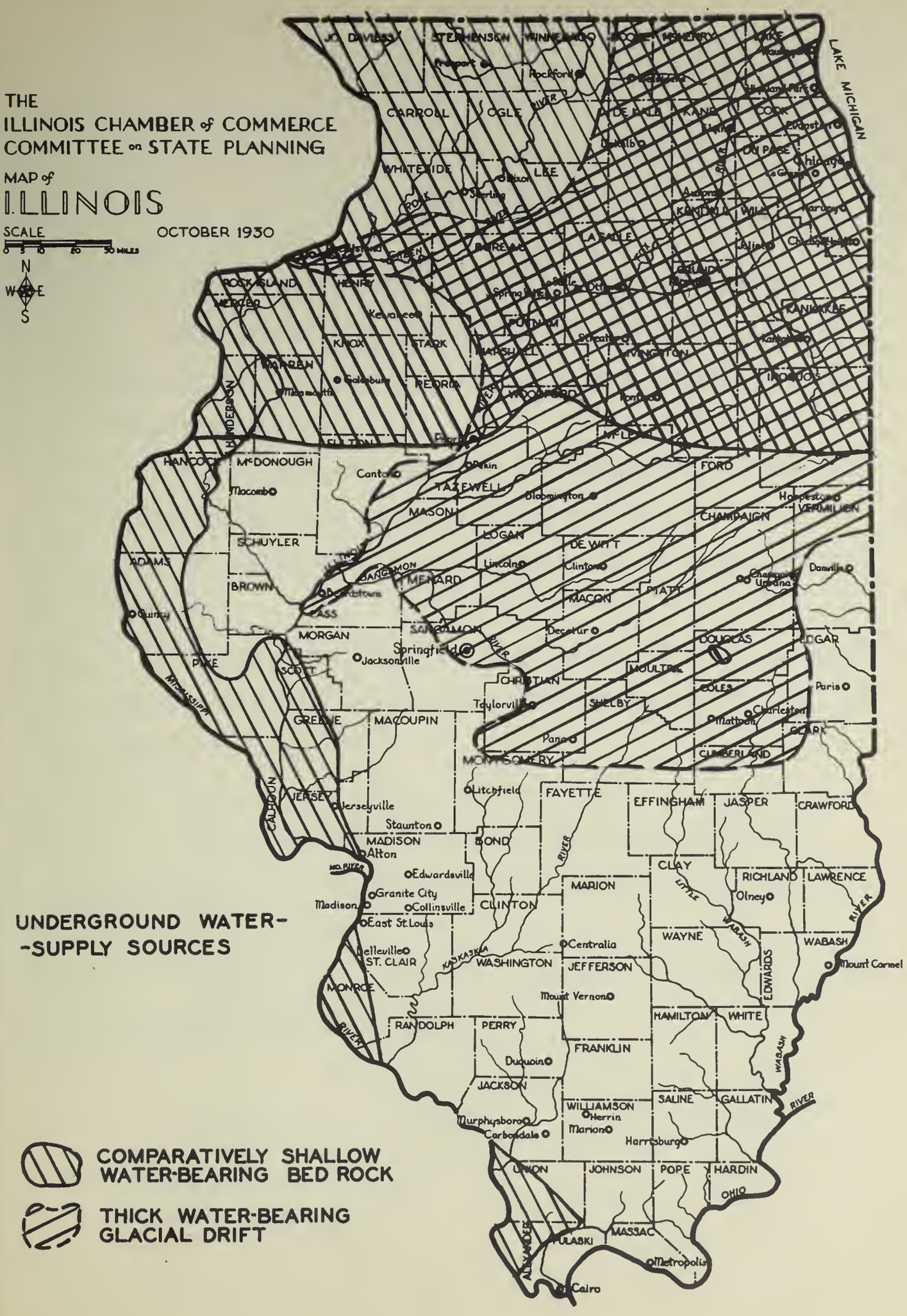


SURFACE WATER SUPPLY

AREA LARGELY DEPENDENT UPON STREAM WATER

STREAM POLLUTION

POLLUTION DATA: STATE SANITARY WATER BOARD


THE
ILLINOIS CHAMBER of COMMERCE
COMMITTEE on STATE PLANNING
MAP of
ILLINOIS
SCALE
0 5 10 20 30 MILES
OCTOBER 1930
N
W E
S
LAKE MICHIGAN
JO DAVIESS
STEPHENSON
WINNEBAGO
BOONE
MCHENRY
LAKE
CARROLL
OGLE
DE KALB
KANE
COOK
DU PAGE
WHITESIDE
LEE
ROCK ISLAND
HENRY
BUREAU
LA SALLE
GRUNDY
KENDALL
KANKAKEE
KNOX
STARK
PUTNAM
MARSHALL
STARK
IROQUOIS
WARREN
HENDERSON
MERCER
PEORIA
WOODFORD
LIVINGSTON
FORD
HANCOCK
MCDONOUGH
TAZEWELL
MASON
VERMILION
CHAMPAIGN
SCHUYLER
LOGAN
DE WITT
ADAMS
BROWN
CASS
MENARD
PIATT
MACON
DOUGLAS
EDGAR
MORGAN
SANGAMON
SCOTT
PIKE
CHRISTIAN
MOULTRIE
COLES
CLARK
SHELBY
GREENE
MACOUPIN
MONTGOMERY
CUMBERLAND
JERSEY
CALHOUN
FAYETTE
EFFINGHAM
JASPER
CRAWFORD
MADISON
BOND
CLAY
RICHLAND
LAWRENCE
MARION
CLINTON
WAYNE
WABASH
WASHINGTON
JEFFERSON
EDWARDS
MONROE
RANDOLPH
PERRY
HAMILTON
WHITE
FRANKLIN
JACKSON
SALINE
GALLATIN
WILLIAMSON
UNION
JOHNSON
POPE
HARDIN
ALEXANDER
PULASKI
MASSAC
Quincy
Galesburg
Macomb
Canton
Pekin
Bloomington
Lincoln
Clinton
Champaign
Urbana
Danville
Hoopeston
Jacksonville
Springfield
Decatur
Paris
Charleston
Mattoon
Taylorville
Pana
Litchfield
Jerseyville
Staunton
Alton
Edwardsville
Granite City
Madison
Collinsville
East St Louis
Belleville
ST. CLAIR
Centralia
Olney
Mount Carmel
Mount Vernon
Duquoin
Murphysboro
Carbondale
Marion
Herrin
Harrisburg
Metropolis
Cairo
Rockford
Freeport
Sterling
Dixon
Aurora
Elgin
Joliet
Chicago
Waukegan
Evanston
Oak Park
Kewanee
Princeton
Streator
Ottawa
Morris
Wheaton
Elmhurst
Lemont
Orland Park
Kankakee
Watseka
Iroquois
Onarga
Paxton
Rantoul
Tuscola
Arcola
Effingham
Flora
Robinson
Newton
Lawrenceville
Vincennes
Mt. Carmel
Fairfield
Carmi
Shawneetown
Ohio River
Mississippi River
Wabash River
Kaskaskia River
Little Wabash River
Big Muddy River
Illinois River
UNDERGROUND WATER--SUPPLY SOURCES
COMPARATIVELY SHALLOW WATER-BEARING BED ROCK
THICK WATER-BEARING GLACIAL DRIFT
DATA: ILL. GEOLOGICAL SURVEY

RECREATION 1

ILLINOIS JUST NOW BEGINS A STATE PARK PROGRAM.

THE STATE PARK ADVISORY BOARD IS WORKING OUT AND SUBMITTING TO STATE AUTHORITIES A PARK ACQUISITION AND IMPROVEMENT PLAN.

STATE PLANNING NEED NOT AND SHOULD NOT URSURP THE SPECIFIC FUNCTION OF THAT BOARD, BUT IT CAN:

SET UP STANDARDS FOR AN ULTIMATE STATE RECREATION SYSTEM.

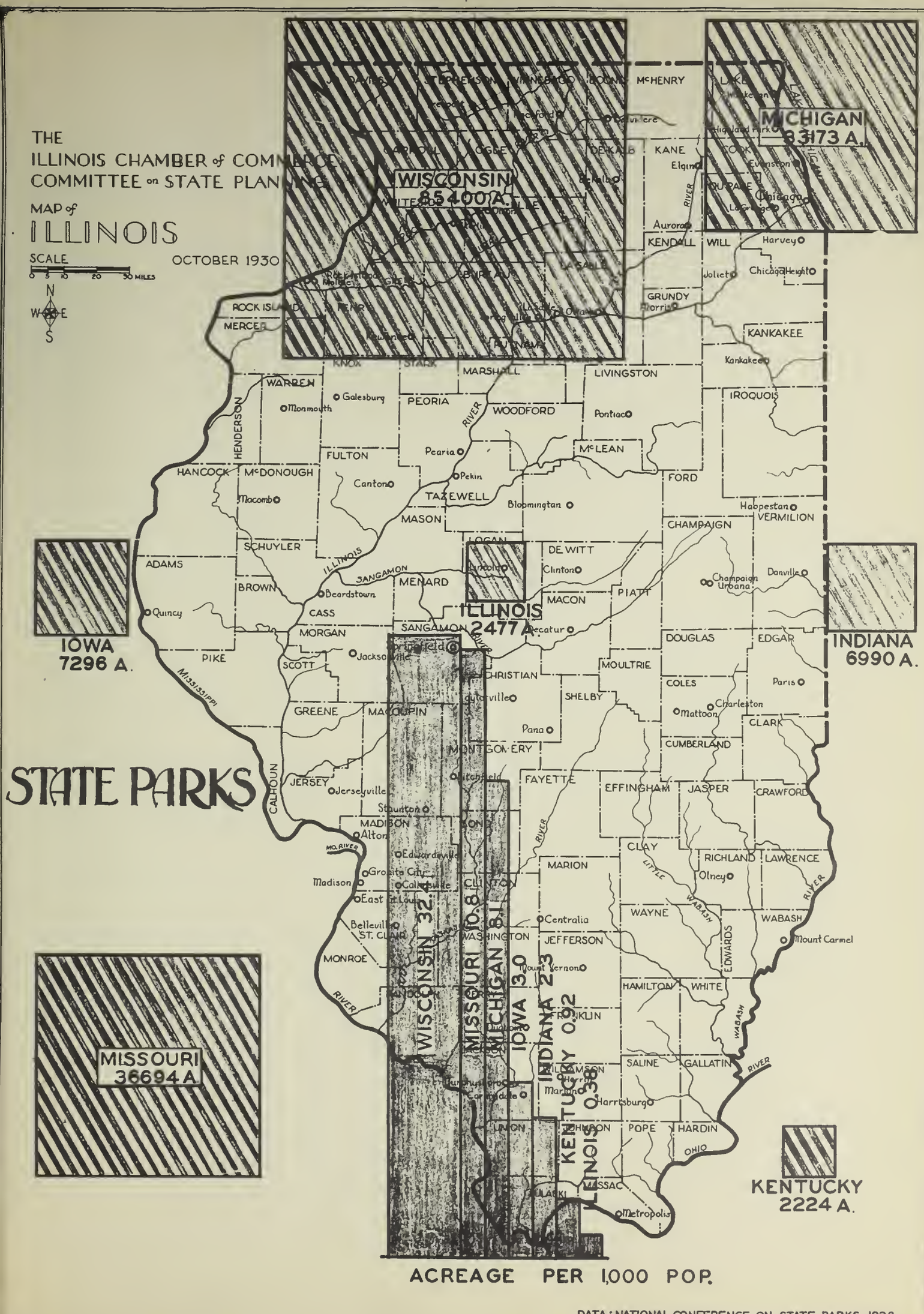
COLLECT AND SUPPLY DATA ON WHICH THE PARK ADVISORY BOARD MAY BASE ITS PROPOSALS FOR ADEQUATELY SERVING THE FUTURE POPULATION.

SUPPORT THE STATE PARK PROGRAM.

HELP COORDINATE STATE PARK PLANNING WITH OTHER ELEMENTS SUCH AS LOGICAL LAND UTILIZATION AND RURAL AND REGIONAL PLANNING.

FEDERAL AID, SUBJECT TO CERTAIN LIMITATIONS, IS NOW AVAILABLE FOR STATE PLANS.

THE
ILLINOIS CHAMBER of COMMERCE
COMMITTEE on STATE PLANNING
MAP of
ILLINOIS
SCALE
0 5 10 20 30 MILES
OCTOBER 1930
N
W E
S
EXISTING STATE PARKS
CERTAIN PROPOSALS
STATE LAND-DEPT. OF PUBLIC WKS.
STATE LAND-OTHER DEPTS.
PROPOSED STATE PARKS
(STATE PARK ADVISORY BOARD 1930)
RECOMMENDED STATE PARKS
(FRIENDS OF OUR NATIVE LANDSCAPE)
JO DAVIESS
STEPHENSON
APPLE RIVER CANYON
WINNEBAGO
HATCHERY
BOONE
McHENRY
HATCHERY
LAKE
GRASS LAKE
WAUKEGAN FLATS
LAKE MICHIGAN
Freeport
Rockford
Belvidere
Waukegan
Highland Park
PALISADES PARK
CARROLL
OGLE
RIVER
DE KALB
KANE
COOK
WHITE PINE PARK
ROCK RIVER PARK
LEE
DIXON BLOCK HOUSE
Dixon
Sterling
Dekalb
Elgin
Evanston
DU PAGE
Chicago
La Grange
WHITESIDE
ROCK RIVER
Aurora
KENDALL
WILL
GAME FARM
Harvey
CAMPBELL'S ISLAND PARK
HATCHERY
Rock Island
Moline
BLACK HAWK PARK
BUREAU
LA SALLE
SHABBONA MONUMENT
Joliet
Chicago Heights
ROCK ISLAND
HENRY
WILD BILL HICKOCK MONUMENT
BUFFALO ROCK
GRUNDY
Morris
La Salle
Spring Valley
STARVED ROCK
DEER PARK
MERCER
KANKAKEE
Kewanee
PUTNAM
Streator
Kankakee
HATCHERY
GAME REFUGE
KNOX
STARK
MARSHALL
LIVINGSTON
WARREN
Galesburg
Monmouth
PEORIA
SHOOTING GROUNDS
WOODFORD
IROQUOIS
Pontiac
HENDERSON
RIVER
METAMORA COURT HOUSE
McLEAN
FULTON
Peoria
FORT CREVE COEUR
HATCHERY
Pekin
HANCOCK
McDONOUGH
Cantan
FORD
ILLINOIS RIVER VALLEY PARK
TAZEWELL
Macomb
Bloomington
Hoopeston
VERMILION
MASON
CHAMPAIGN
LOGAN
SCHUYLER
DE WITT
ILLINOIS
ADAMS
LIMA LAKE MARSH
JANGAMON
Lincoln
Clinton
Champaign
Urbana
Danville
MENARD
BROWN
STATE FOREST
OLD SALEM PARK
PIATT
U OF I FOREST
Beardstown
Quincy
CASS
MACON
SANGAMON
GAME REFUGE
Decatur
MORGAN
DOUGLAS
EDGAR
Springfield
RIVER
Jacksonville
LINCOLN HOMESTEAD
MOULTRIE
PIKE
SCOTT
LINCOLN MONUMENT
CHRISTIAN
GAME FARM
COLES
Paris
Taylorville
SHELBY
Charleston
Mattoon
GREENE
MACOUPIN
HATCHERY
CLARK
LINCOLNS LOG CABIN
Pana
CUMBERLAND
MONTGOMERY
Litchfield
FAYETTE
EFFINGHAM
JASPER
CRAWFORD
JERSEY
Jerseyville
PIASA BLUFFS
EFFINGHAM PRAIRIE
Stauntan
MADISON
BOND
VANDALIA COURT HOUSE
LOVEJOY MONUMENT
Edwardsville
CLAY
RICHLAND
LAWRENCE
Granite City
Madison
Callinsville
CAHOKIA MOUND PARK
CLINTON
MARION
Olney
East St Louis
HATCHERY
HATCHERY
Centralia
WAYNE
WABASH
Belleville
ST. CLAIR
KASKASKIA
WASHINGTON
JEFFERSON
Mount Carmel
QUAIL FARM
MONROE
Mount Vernon
EDWARDS
HAMILTON
WHITE
RANDOLPH
PERRY
FORT CHARTRES
FRANKLIN
Duquoin
GARRISON HILL CEMETERY
FORT KASKASKIA
JACKSON
HOME OF PIERRE MENARD
SALINE
GALLATIN
WILLIAMSON
Herrin
Murphysboro
Carbondale
Marion
NATURAL BRIDGE
Harrisburg
FOUNTAIN BLUFF
GIANT CITY PARK
CAVE HILL
BALD KNOB
UNION
JOHNSON
PARKER
HARDIN
JACKSON
HOLLOWHICK
WOLF LAKE
STATE FOREST
FERN CLIFF
CAVE IN ROCK
DIXON SPRINGS
ALEXANDER
PULASKI
MASSAC
FORT MASSAC
Metropolis
HORSE SHOE LAKE
GAME PRESERVE
Cairo


THE
ILLINOIS CHAMBER of COMMERCE
COMMITTEE on STATE PLANNING
MAP of
ILLINOIS
SCALE
0 5 10 20 30 MILES
OCTOBER 1930
N
W E
S
WISCONSIN
85400 A.
MICHIGAN
83173 A.
IOWA
7296 A.
INDIANA
6990 A.
ILLINOIS
2477 A.
MISSOURI
36694 A.
KENTUCKY
2224 A.
STATE PARKS
WISCONSIN 32.4
MICHIGAN 8.1
MISSOURI 10.8
IOWA 3.0
INDIANA 2.3
KENTUCKY 0.92
ILLINOIS 0.38
ACREAGE PER 1,000 POP.
DATA: NATIONAL CONFERENCE ON STATE PARKS 1928

RECREATION 11

AN ULTIMATE RECREATION SYSTEM SHOULD INCLUDE:

MILLIONS OF ACRES OF FOREST.
MILLIONS OF ACRES OF GAME PRESERVES AND GAME REFUGES.
HUNDREDS OF STATE PARKS RANGING UP TO THOUSANDS OF ACRES IN AREA EACH.
NUMEROUS POINTS OF SPECIAL SCENIC OR HISTORIC INTEREST.
FOREST PRESERVES IN EVERY COUNTY, 200,000 ACRES ALL TOLD.
COUNTY OR TOWNSHIP OR DISTRICT PARKS FOR EACH RURAL OR "RURBAN" NEIGHBORHOOD.
ATHLETIC FACILITIES RELATED TO EACH COMMUNITY AND CONSOLIDATED SCHOOL.
TOWN AND CITY PARKS.
TOWN AND CITY PLAYGROUNDS.
TOWN AND CITY ATHLETIC FIELDS.

STATE PLANNING IS NEEDED TO SET UP THE GOAL, TO PROMOTE EACH ELEMENT AND TO RELATE EACH ONE TO THE OTHERS IN THE EVENTUAL COMPLEX PATTERN OF RECREATION AREAS.

STATE PLANNING DATA IS FUNDAMENTAL AND INVALUABLE TO THE WORK OF EVERY STATE, COUNTY, DISTRICT OR CITY PARK BOARD IN PLANNING ITS OWN SPECIFIC PROGRAM.

APPENDIX 1.

PLANNING AUTHORITY

It is too early in this operation to precisely define the legal authority, if any, which State Planning would require, but it appears that sooner or later, and preferably as soon as feasible, statutory provision should be made. Meanwhile, it is appropriate to outline here the existing legally authorized agencies dealing with or touching upon phases of planning. There are now, or probably soon will be, statutes authorizing:

1. City Planning and City Zoning.
2. Local Park Districts.
3. School Districts.
4. Sanitary Districts.
5. Drainage Districts.
6. County Planning and Regional Planning. (Chicago and St. Louis districts now organized under this statute.)
7. County Zoning (probably to be authorized by the coming legislature.)
8. County Forest Preserve Districts.
9. County Highway Departments.
10. Conservancy Districts.
11. State Highway Department, State Division of Waterways, State Conservation Commission, State Water Survey, State Geological Survey, State Health Department, State Agricultural Experiment Station, State Natural History Survey, State Sanitary Water Board.
12. Several non-governmental agencies such as the State Agricultural Association, Illinois Chamber of Commerce, Manufacturers Association, Coal Operators Association, etc., etc.

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